21 MARCH 1958

The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION

* While his thoughts are under the bonnet
She's got her feet on the ground

* He's in a world of high compression ratios and rack and pinion steering: she's being down to earth about extra space for the family. Together they'll choose the car that makes their motoring dreams come true.

Together you'll choose a

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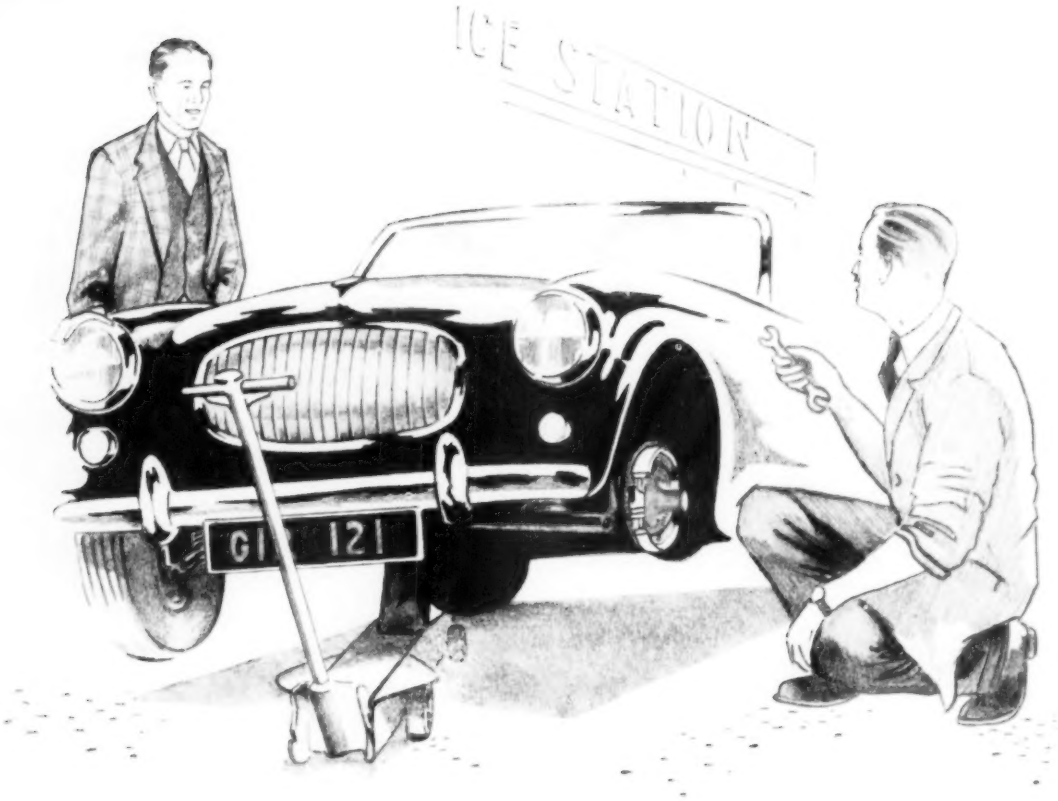

"It's common sense....

to have your brakes checked regularly. You should see
the state of some of the brake shoes we have in here.
Because they can't see their brakes,
people seem to imagine they can disregard them.
But even if they're **GIRLING,** they won't last for ever.
I always recommend a regular brake check,
and when parts become worn—as they must in time—
the fitting of **GENUINE GIRLING REPLACEMENT SHOES**
It's the sure way of bringing your brakes back to
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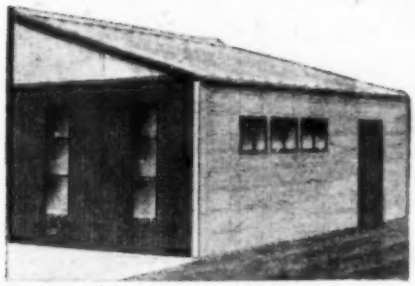
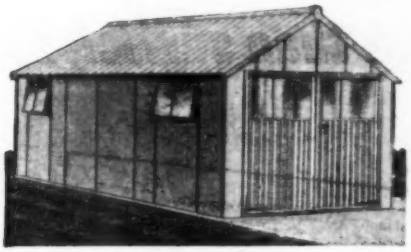
THORN-built



Lean-to Concrete Garage 6ft. or 7ft. 7in. high to eaves.



Asbestos Panelled and Timber-clad Garages in many sizes.

CONCRETE MOTOR CAR GARAGES available in many sizes

The components that go to make up a THORNS Concrete Garage can be expected to give extreme durability. An ever-widening range now includes lean-to designs and higher garages for vans, shooting brakes, etc., also Multiple lock-up Garages.

Asbestos Motor Car Garages
Very reasonably priced Timber-framed garages with asbestos walls. Corrugated asbestos roof and half-glazed timber doors. Prices from **£36/10/0.**

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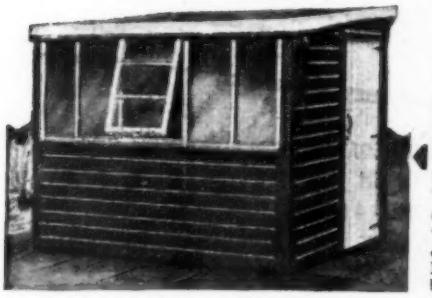

Lean-to and Span-roof Workshops.

Light Car and Motor Cycle Garage
A low-priced asbestos panelled garage for all smaller vehicles. Plans and all instructions supplied.

WORKSHOPS
Lean-to or Span-roof, the choice is yours. Windows that are full length of front, give extra lighting where you need it. Timber door. Reasonably priced and at least 6ft. of headroom even at the lowest section of the roof.

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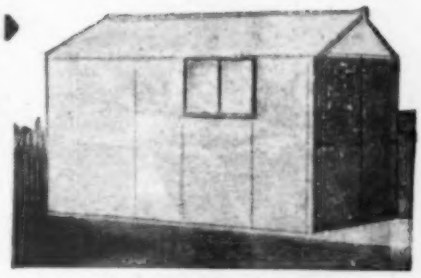

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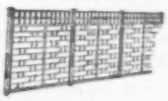

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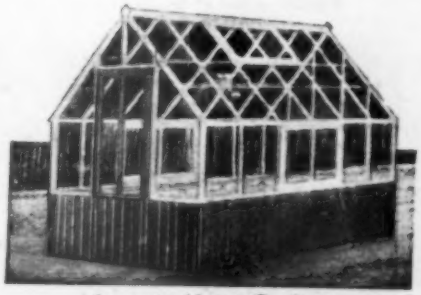

Span-roof and Lean-to Greenhouse.

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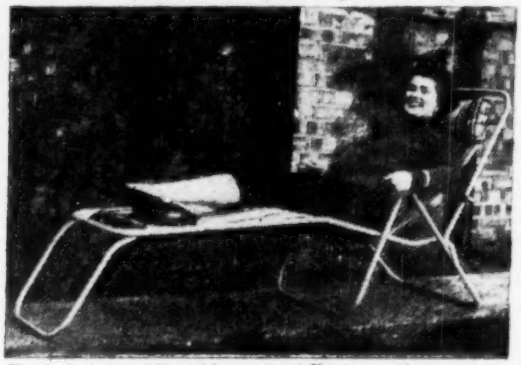
SAFETY LOUNGE / DECK-CHAIR

Here is a new idea in modern Deck-chair construction with these outstanding features.
Folds completely flat and occupies little space in a car boot.
Absolute safety. No more injured fingers.



*The deck-chair is **adjustable to nine different** comfort positions, corresponding with holes in the tubular frame. The plastic covered telescopic arm-rests are self-adjusting giving a perfect balance of maximum comfort.*

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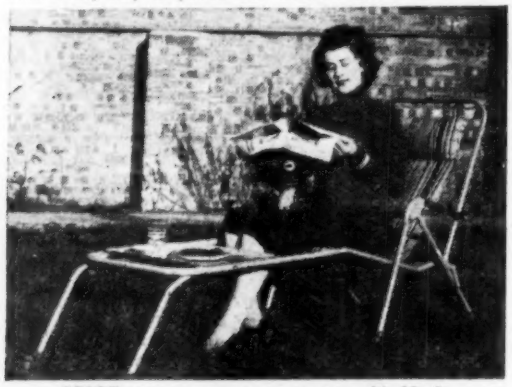

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CANOPY: 29/6 extra. MATCHING TRAY: 8/9 extra.
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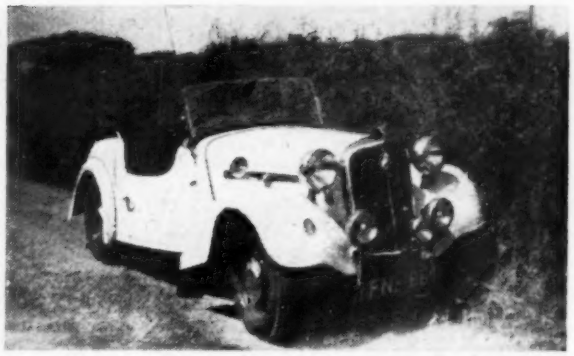

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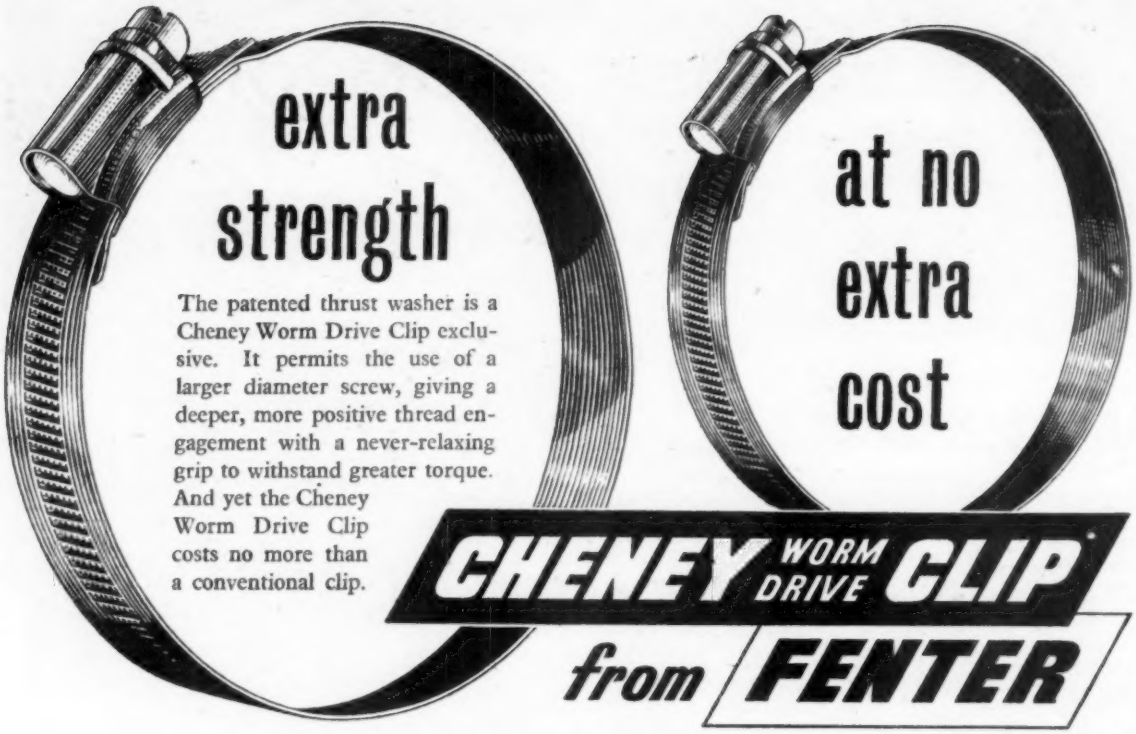

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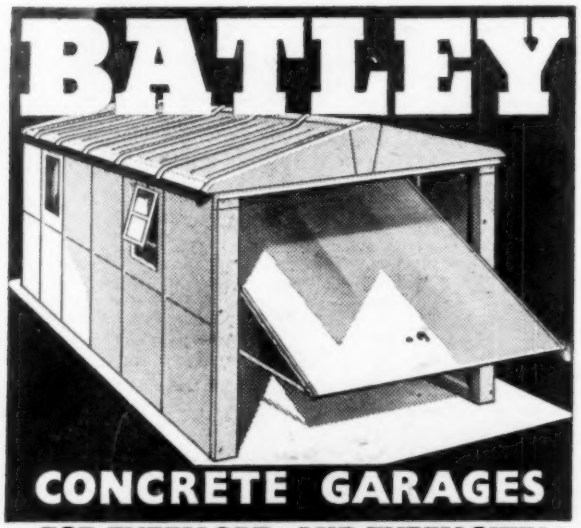

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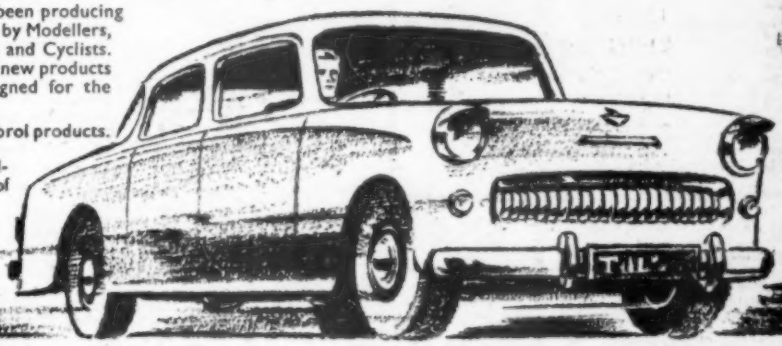

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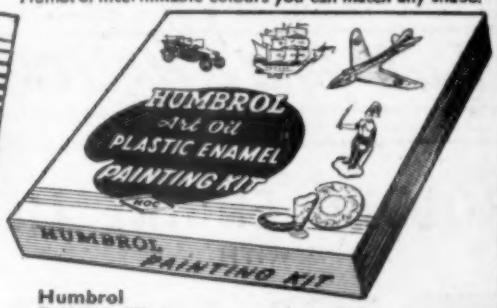

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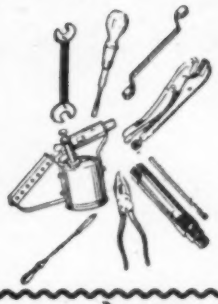

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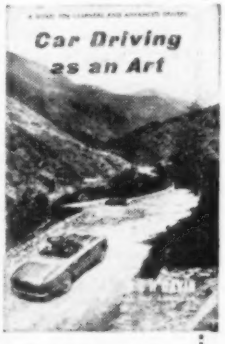

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16½ x 8 FT

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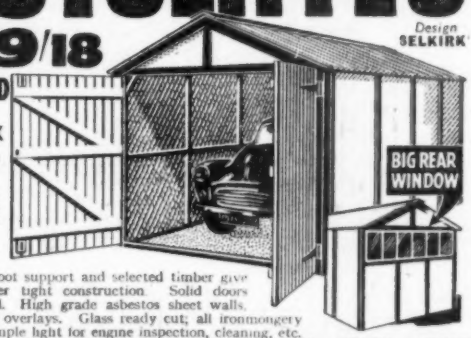

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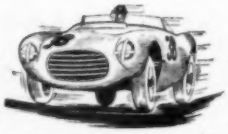

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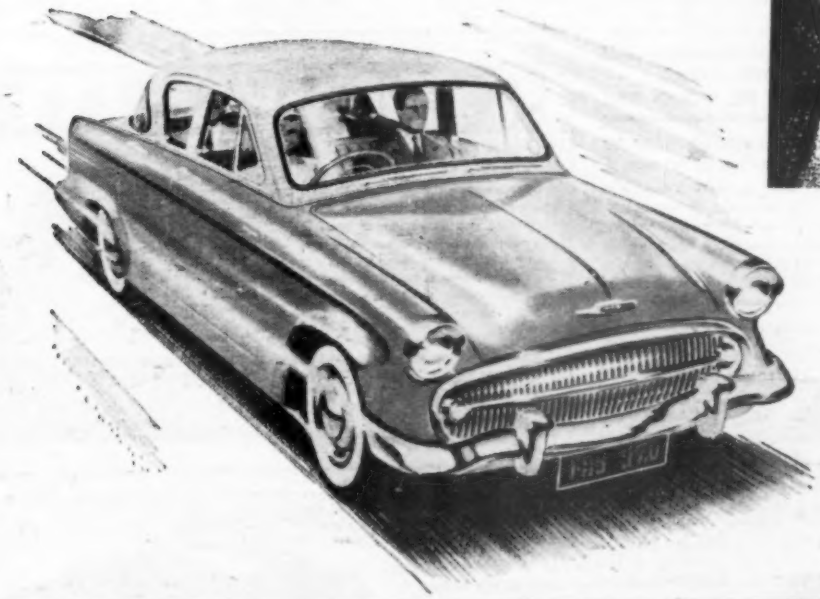

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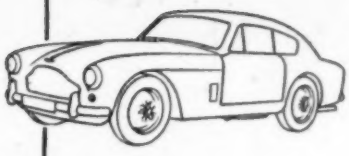

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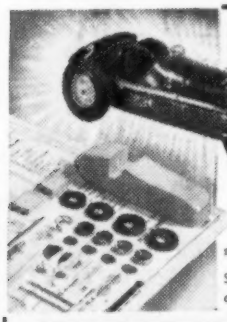

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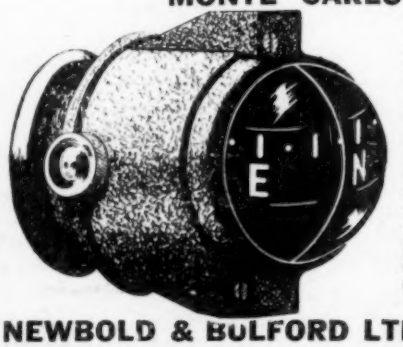

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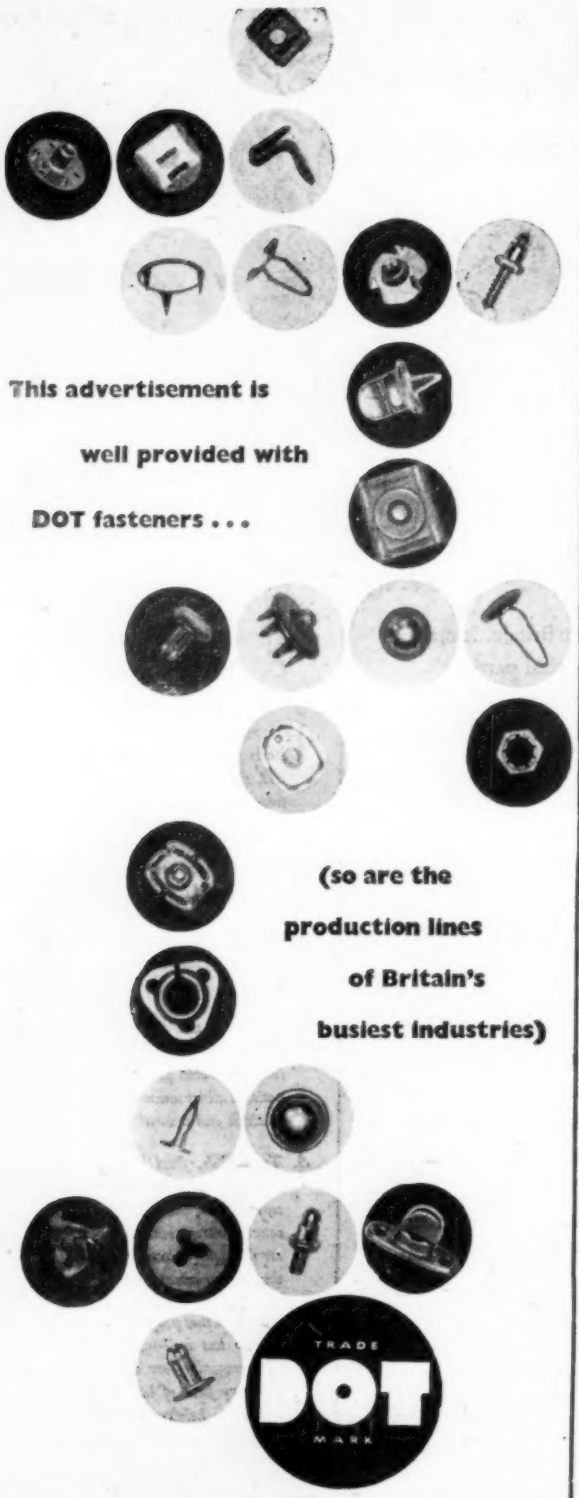

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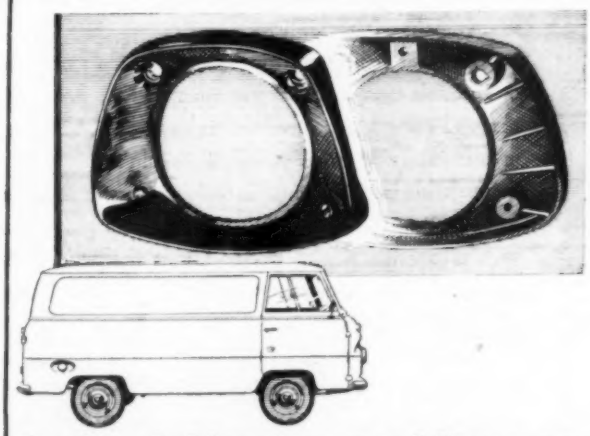

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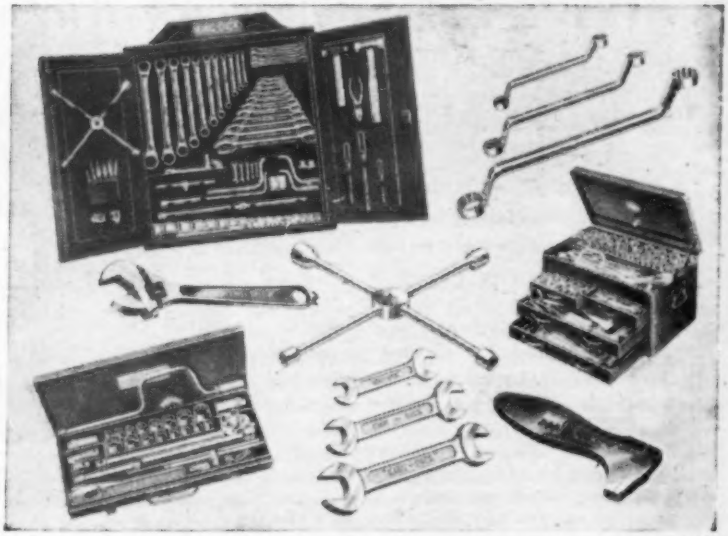

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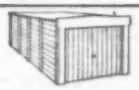

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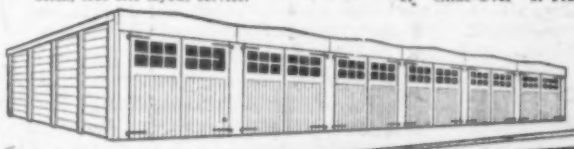

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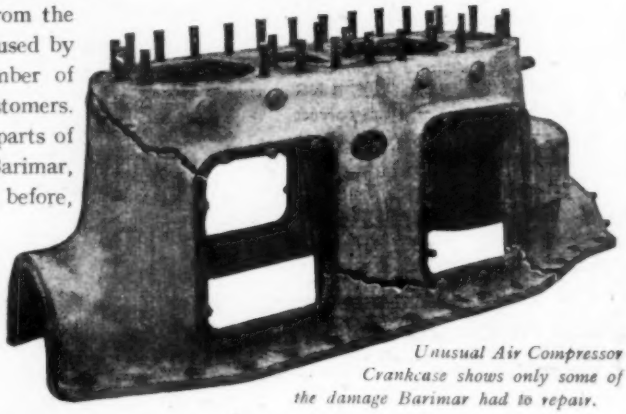
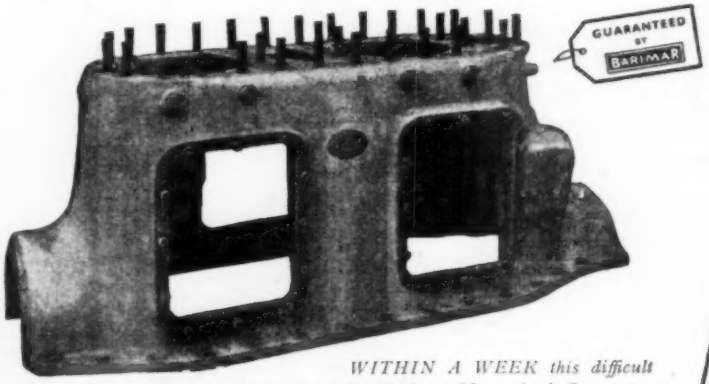


Unusual Air Compressor Crankcase shows only some of the damage Barimar had to repair.

The welding, therefore, had to withstand the full strain on the casting, and by the time Barimar expert welders had completed the job, it certainly did so. The alignment was restored, the casting re-machined where necessary, and the crankcase was ready for instant service. A difficult repair and a rush job at that, as the compressor formed part of a big installation in a great oil refinery operating day and night. Barimar returned the crankcase within a week. The welding was strong and beautifully finished; the cost, **infinitely less than that of a new replacement!** This vital job of welding also included the repair of the broken cylinder head of the compressor, and by the time the crankcase was ready, this other job was completed as well. Barimar promised the owners that the repairs would stand up to the most strenuous service. Their Money-back Guarantee confirmed that assurance too!



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The Autocar

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Personal Stake

THOSE who study such matters tell us that on Budget Day, 15 April, we shall hear from the Chancellor that there is a substantial surplus. Our Parliamentary correspondent believes that a very good case can be made for a reduction in the tax on petrol. Certainly the cost of transportation, whether of themselves or their food and goods, falls directly on everyone. A reduction in the cost of fuel would help appreciably, at a time when living costs seem at last to be about static, if not yet falling.

From the motorist's point of view—and the Minister of Fuel and Power once estimated that 80 per cent of all motoring was for business and professional reasons and not all of the remaining 20 per cent for pleasure, but for a sub-stratum of essential purposes—a tax of over 100 per cent on such a commodity seems amoral. At present the fuel tax is 2s 6d per gallon, while the petrol itself sells at 1s 9d to 2s 1d. It could hardly be claimed that 6d a gallon off the tax would be inflationary.

We have another suggestion: for years taxes on motoring, and the so-called road fund, have infuriated motorists because they seemed discriminatory and, because they have been used for everything but roads, deceitful. Car owners would not resent high purchase tax, fuel tax and licence fees nearly so much if they felt the money was in fact to pay for new and better roads. Last November a Civil Engineers' conference on highway needs estimated that a sum of £1,200m over 10 years would be needed to bring our roads up to standard for traffic requirements.

Today for the first time for very many years a rather small-scale but serious attempt is being made to build new highways. Why not let motorists share directly in the effort? Reduce fuel tax by, say, only 6d but in addition divert 1s of the remaining tax into a true road fund. This should bring in about £120m per annum, the estimated requirement, and comfortably more than the £84m voted for roads this year. Paper manipulation you may say—yes, but one that sugars the pill, gives it a meaning, and helps to counter the old irritant.

Part-Time Fans

COOLING fans are undesirable devices; in general, they do essential work only when a car is stationary or crawling in traffic, and at other times they absorb power unnecessarily and quite often produce unsuspected whirrings, squeakings and vibrations. Many people who have had cause to drive their cars with the fan detached or uncoupled will confirm that the running is quieter and smoother, especially at high speeds.

Very few cars manage without a fan, but various clutch systems have been devised to withdraw the fan drive when the cooling air-flow is unnecessary. The fan need not be driven by the engine; an electric motor will do the job well enough, but this adds weight, complication and cost in return for the ability to switch the fan off or control its speed.

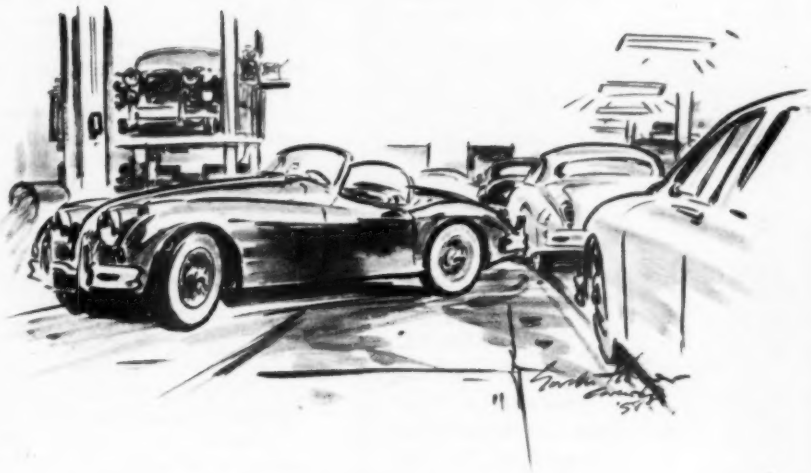
We recall several schemes: there was the electric fan on the Jowett R4, then Peugeots have an electro-magnetic fan clutch available on some models, and there is an American hydraulic-drive fan. The 4.3-litre B.R.M. was to have had a spring-loaded clutch, the balance being between the thrust of the fan blades and the spring tension. This last-named system seems to offer promise for simple automatic declutching of the fan at a predetermined engine speed.

For the DS19, Citroen devised a moulded plastic fan with many blades, which seems to have much to commend it. We wonder whether blade angle and stiffness might not be so designed as to allow automatic feathering to occur progressively after a certain rotational speed had been exceeded.

A powerful blending of curves

JAG. XK150

LONG-AWAITED OPEN TWO-SEATER : THREE VERSIONS FOR EXPORT ONLY : NEW 250 B.H.P. GOLD TOP ENGINE



Despatch department of the Jaguar works in Coventry

WHEN the New York Motor Show opens early next month, an outstanding exhibit will be the new Jaguar XK150 Roadster. By then deliveries will have begun in America, where the model has been in demand and orders have been waiting for months before its official announcement.

To many people at home and overseas the 150 Roadster is the true successor to the XK120 which, in 1948, transformed sports-car style and fashion and pushed separate mudguards and fuel tanks, together with unnecessary discomfort, harshness and noise, into honourable vintagehood. The Roadster would have appeared earlier—perhaps with the 150 hard top and convertible—but for the big fire at the factory (which also destroyed the batch of XKSSs ready for delivery, materials, and the jigs upon which more might have been made). For some months to come the whole production of Roadsters will have to go to dollar countries.

Seven main variants of the new two-seater are listed and of these, three are likely to make up almost the entire production for the time being. There is the standard model with 190 b.h.p., two-carburettor engine, drum brakes and all basic equipment; automatic transmission is offered as an alternative to the manual box, which may also have overdrive. Then there is the Special Equipment model with 210 b.h.p., two-carburettor (blue-top) engine, disc brakes, wire wheels and dual-exhaust system: transmission alternatives are as for the standard model. Finally there is the 150 Type S with a new three-carburettor (gold top) version of the now famous 3½-litre engine. This develops 252 b.h.p. and a torque figure of 240 lb ft at 4,500 r.p.m. is quoted. This model is not offered with automatic transmission but O/D is a standard fitting.

The XK150 Type S also has two other differences in addition to the engine, which is described later, namely a stronger clutch unit, and special quick-change pads for the servo-assisted Dunlop disc brakes.

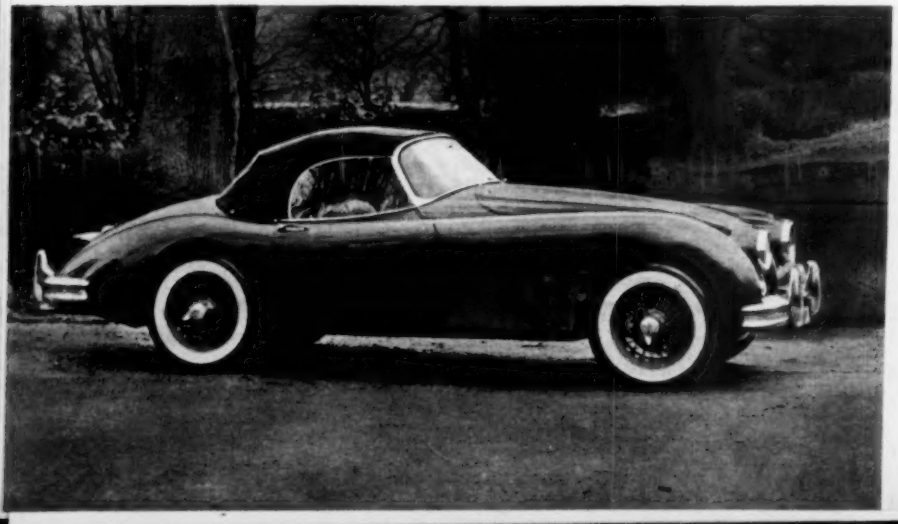
The three variants of which deliveries have begun and for which the demand is likely to be greatest are two Special Equipment models—one with manual change plus overdrive, the other with automatic transmission—and the Type S.

In its styling and appointments, the Roadster closely resembles the hard top and convertible, but there are subtle differences which, many will agree, improve its looks. The curved lower line of the screen drops away to merge with the gentle hump of the rear wing. The top of the door, chrome trimmed, slopes down with it, and there is no upper sill as on the other body styles. The curved screen, with very narrow, leather-trimmed frame, is the same shape and size on all the cars. On the roadster also it is a fixture, which would be difficult to remove for competition work. There are no quarter lights, but the side windows are framed and wind down flush into the doors.

On such a car the hood is intended only for temporary bad-weather protection. It is small and simple, but is adequate for its job. It folds away completely under a fitted, flexible cover which has a metal stiffening hoop following the contour of the seat backs. The transparent panel in the hood may be zipped open.

When the hood is down its frame takes up some of the space behind the seats, but there is still stowage capacity for a fair amount of soft luggage, coats and the like. With the hood up, two suitcases would fit in side-by-side on end. The space is trimmed, but no attempt has been made to fit seats or upholstery. A cockpit tonneau cover, with central zip, is provided.

The seat backs, like those on all 150s, are divided and independent, but are not



The size and contour of the hood, necessarily a compromise between headroom and external appearance, offer satisfactory results from both points of view

ROADSTER

Similar in most respects to the hard-top and convertible, the Roadster nevertheless has a character and line of its own. Note the neat, flush stowage of the hood

SPECIFICATION, SPECIAL EQUIPMENT MODEL

ENGINE. No. of cylinders, 6 in line. Bore and stroke, 83 x 106 mm (3.27 x 4.17in). Displacement, 3,442 c.c. (210 cu in). Valve position, twin o.h.c., hemispherical head. Compression ratio, 8 to 1 (alternative, 7 to 1). Max b.h.p., 210 (gross) at 5,500 r.p.m. Max b.m.e.p., 155 lb sq in at 3,000 r.p.m. Max torque, 216 lb ft at 3,000 r.p.m. Carburettors, 2 S.U. Type HD6. Fuel pump, S.U. electric. Tank capacity, 14 Imp. gal (17 U.S. gal, 64 litres). Sump capacity, 15 pints (9 litres). Oil filter, full-flow Tecalemit. Cooling system, pump, fan and thermostat. Battery, 12 volt 64 amp hr.

TRANSMISSION. Clutch, B. & B. 10in-dia s.d.p. Alternative, Borg-Warner automatic transmission. Gear box, four speeds, synchromesh on 2nd and 3rd; central lever. Overall ratios, top, 3.54; 3rd, 4.28; 2nd, 6.20; 1st, 10.55. Overdrive top, 3.19; top, 4.09; 3rd, 4.95; 2nd, 7.16; 1st, 12.2. Borg-Warner, Direct, 3.54; Intermediate, 5.08 to 10.9; Low, 8.16 to 17.5. Final drive, hypoid bevel; standard and Borg-Warner, 3.54 to 1; overdrive, 4.09 to 1.

CHASSIS. Brakes, Dunlop disc front and rear (vacuum-servo assistance). Disc dia., 12in. Suspension: front, independent, wishbones and torsion bar; rear, live axle and half-elliptic springs. Dampers, Girling telescopic, 1⅜in dia. Wheels, steel disc, 16 x 5½K standard; wire centre lock, 16 x 5K S.E. Tyre size, 6.00—16in Dunlop Road Speed. Steering, rack and pinion. Steering wheel, four-spoke telescopic, 17in dia.

DIMENSIONS. Wheelbase, 8ft 6in (259 cm). Track, F. and R., 4ft 3⅜in (131 cm). Overall length, 14ft 9in (450 cm). Overall width, 5ft 4½in (164 cm). Overall height, 4ft 7in (140 cm). Ground clearance, 7⅛in (18 cm). Turning circle, 33ft (1,006 cm). Makers' kerb weight, 3,190 lb (1,447 kg).

PERFORMANCE DATA. Top gear m.p.h. at 1,000 r.p.m., Std. and Auto. transmission, 22.6; O/D top, 25.1; Top, 19.6. Torque lb ft per cu in engine capacity, 1.028. Brake surface area swept by linings, 552 sq in. Weight distribution (dry), F., 52 per cent; R., 48 per cent.

SPECIFICATION, TYPE "S"

ENGINE AND CHASSIS. Compression ratio, 9 to 1. Max b.h.p., 252 (gross) at 5,500 r.p.m. Max torque, 240 lb ft at 4,500 r.p.m. Clutch, B. & B. strengthened. Brakes, Dunlop disc with quick-change pads.

PRICES

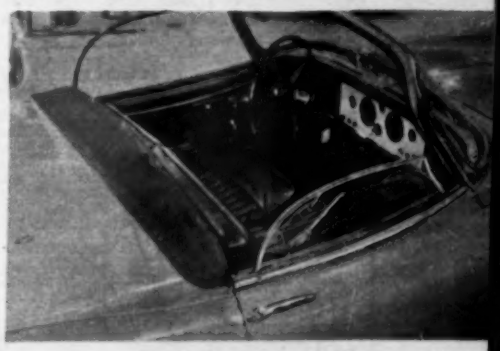
Standard	Special Equip.	S Type
No price yet available	Manual Box $4,495 Overdrive $4,660 Automatic $4,745	Overdrive (standard) $5,020

Prices, in U.S. Dollars, do not include variations in delivery charges.

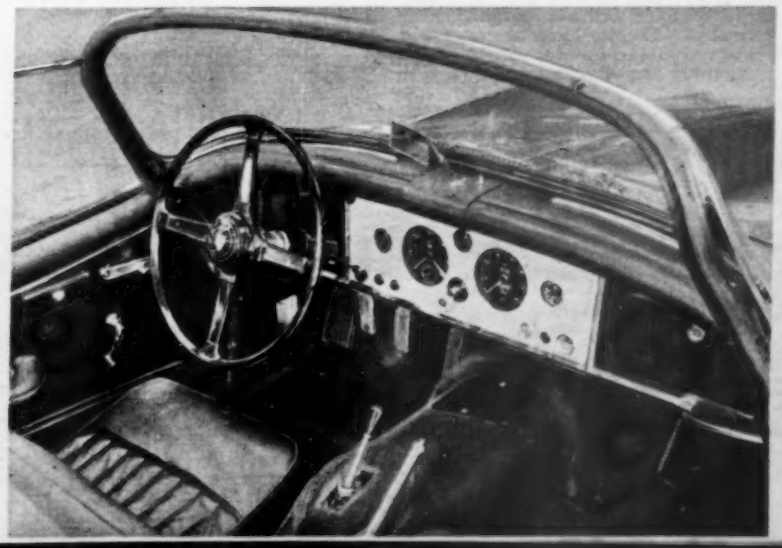
separate in the accepted sense; thus, with an upholstered cover over the transmission as a seat, a third passenger could ride comfortably in the middle, for short distances.

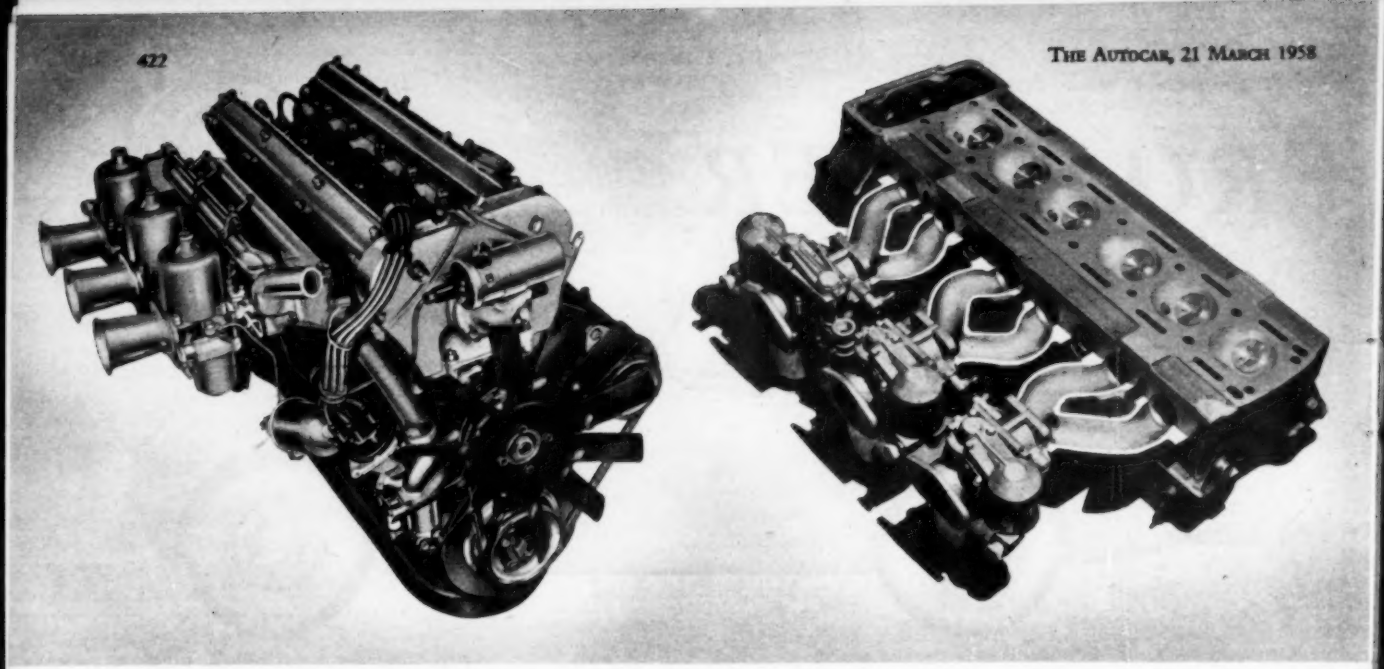
All the cars which we examined recently in the despatch department at Jaguars, Coventry, had left-hand-drive, and there is a choice of pleasant colour schemes. We inspected a grey car with red leather trim; another in grey with blue; white with heavy-grained black leather trim and a red car similarly trimmed. In each case the central instrument panel was light grey and leather-covered. On left-hand-drive cars, a large rest for the left foot is provided beside the clutch pedal and below the dip switch.

The engine specially developed for the Type S car has what is known as the straight-port head. It follows the traditional Jaguar design, embodying Harry Weslake's patented curved port combined



Behind the seats there is a good deal of stowage space to add to that of the boot. The hood frame, when it is folded, occupies the upper part. Interior appointments are luxurious: much padded leather is employed, and a smart mat finish avoids reflections in the screen. A new line seen only on the Roadster is that of the door which picks up the screen curvature and flows down to the rear wing





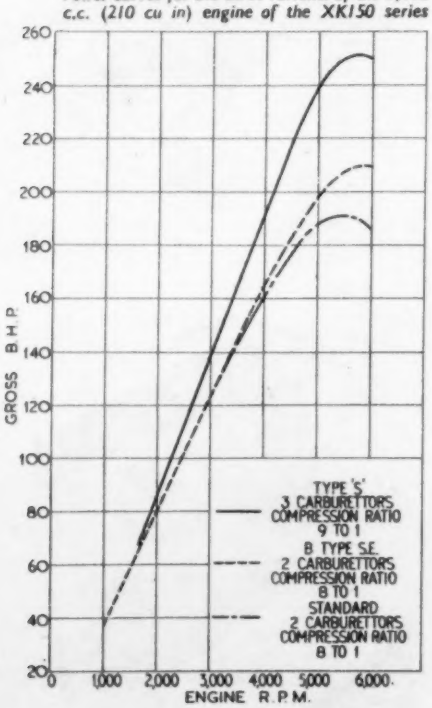
Three-carburettor 250 b.h.p. engine for the XK150 Type S Roadster. Right: Details of the modified induction system and "straight-port" head

JAGUAR ROADSTER . . .

with venturi entry. The ports still are, in fact, slightly curved but are straighter than previously, and with the revised port contour there is improved filling at the higher engine speeds. The compression ratio is 9 to 1.

Completely new induction piping accompanies this head; it is built in three sections of curved pairs, each serving two cylinders from one of the three S.U. H.D. 8 two-inch carburettors. The induction pipes are designed so that all the passages are of equal length, and ram effect is the same at each valve. The three carburettors carry trumpet-shaped intakes which help to extend the effective length of the inlet passages. Air is drawn through an intake silencer fitted with steel-mesh flame trap. This engine is also fitted with lead-bronze bearings.

Power curves for the three variants of the 3,442 c.c. (210 cu in) engine of the XK150 series



The greater power of this unit is felt particularly in the higher ranges, but there has been a considerable increase in torque throughout. It is not the company's policy to issue detail performance figures, although these, of course, have been obtained during development. The S Type engine was tested, and performance recorded, at M.I.R.A. in a 150 hard top. The Roadster should be lighter than the other two versions, but, with fixed screen, it is aerodynamically a little less clean for high speeds than the hard top. The performance of the S.E. model Roadster will approximate closely to that of the hard top recently tested by *The Autocar*. The Type S Roadster is likely to have a maximum speed of 135 to 140 m.p.h. and to be capable of a standing quarter-mile in under 17sec. Top-gear acceleration figures for 20 m.p.h. increments up to over 100 m.p.h. are all in the 6-and-a-fraction sec class.

Dunlop RS4 tyres, newly introduced, are fitted to the 150s. It is understood that these cars are not at all sensitive to tyre type or tread, but naturally great care must be taken when dealing with a car of such high performance.

To our question as to provision of a starting handle, we were asked if we had tried swinging a 9-to-1, 3½-litre engine recently! The Roadsters are very well equipped and appointed; their bumpers are sturdy but shapely, that at the back having plenty of wrap-round and attachment at four points. American-style, sealed-beam lamps are fitted to the export cars and no auxiliary lamps are called for.

On the Road

We were able to take a short run in one of the first Roadsters before its shipment to America, to sample ride comfort but not performance—not only was the car far from run in, but snow lay on the roads.

The car is remarkably quiet, and the exhaust cannot normally be heard. The only small wind noise, coming from behind the passenger, is caused apparently at the lower rear edges of the windows, behind which the hood cover extends slightly. The curved screen gives good wind protection and the side windows can be wound down without there being draughts. Such wind as is felt can be kept out if one's coat collar is turned up or a scarf worn. The cockpit is roomy but snug. Vision all round is excellent. With the hood up vision is still quite adequate and the head room just sufficient.

★ The first description of the Jaguar 3½-litre engine appeared in *The Autocar* of 24 April 1953.

★ The Jaguar XK150 was described with cut-away drawing of the chassis and details of brake system on 24 May 1957.

★ A Road Test of the XK150 hard-top appeared on 21 February 1958.

Departure for a trial run in the snow

PROCESS OF ELIMINATION

R.A.C. Rally as Tough as the Monte : Victory to Harper's Sunbeam Rapier

AFTER coming so near to victory in so many big international rallies in recent years, Peter Harper and the Sunbeam Rapier—this time with Bill Deane as co-driver—at last pulled it off, with an outright win in last week's R.A.C. Rally of Great Britain. The Arctic conditions that prevailed throughout three-quarters of the 1,850-mile route suited Harper's uncanny ability to maintain high average speeds on ice and snow—an ability that already this year had brought him into fifth place in the recent snow-bound Monte Carlo Rally. As with the Monte Carlo, his Rapier was unscratched at the end of the event.

Pat Moss and Ann Wisdom (Morris Minor 1000) did remarkably well to finish fourth in the general classification, also winning the *Coupe des Dames*, and the team award went to the Standard Pennants driven by Gold and Gouldbourn and the Standard Ten of Hopkirk; Gold and Gouldbourn also took second and third places in the general classification.

Planned as the "Rally of the Tests," with 20 high-speed, hill-climbing and manœuvrability tests along the route, the event had a road section which, in good weather, would have been relatively easy—though, in comparison with Continental events, there was still too great an accent on navigation. However, heavy snow, ice and the resulting baulking as inexperienced drivers became stuck on the steep gradients, introduced road section penalties of such magnitude that good test performances became insignificant in the final classification.

Out of the entry of 205 cars, 196 started on the Rally; of these, 135 officially completed the course. These figures give little indication of the severity

OUTRIGHT WINNER: Peter Harper (left), and the new, 1½-litre Sunbeam Rapier in which he won the R.A.C. Rally. On the right the car is shown swinging through the final test on the promenade at Hastings on Saturday

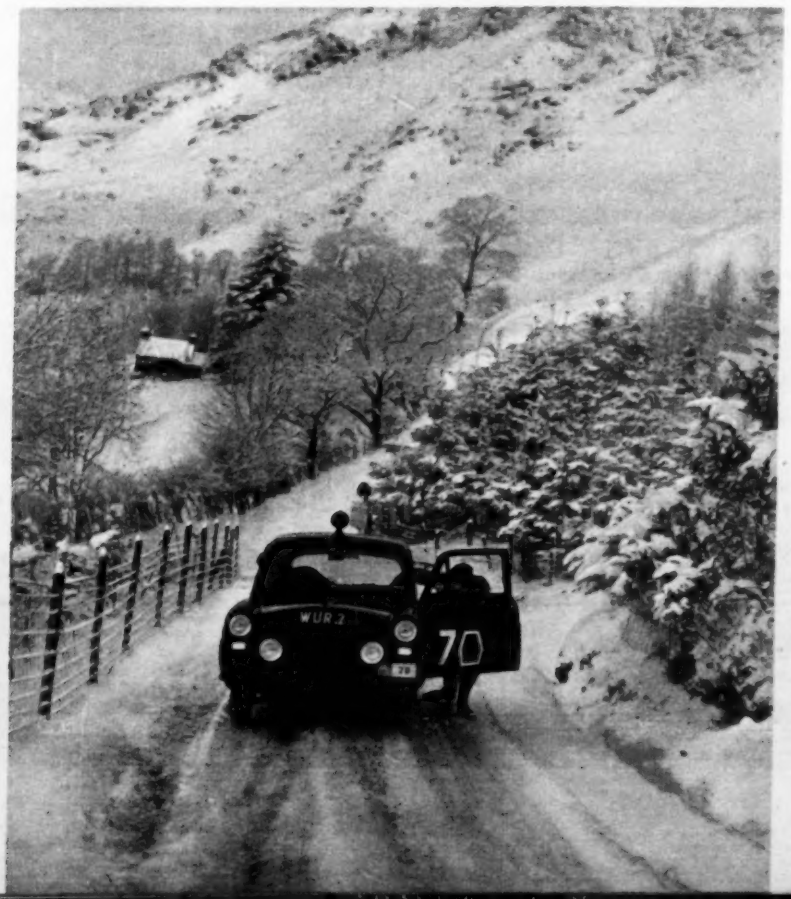
COUPE DES DAMES: Pat Moss, who, with Ann Wisdom in a works-entered Morris Minor 1000, not only won the Ladies' Award but finished fourth in the general classification

PROCESS OF ELIMINATION

Some controls provided little protection for the marshals who manned them. This "special" was on duty after Lydstep, during the Tuesday night

Prescott, Tuesday midday: the Nurse-Rhodes Renault Dauphine waits for the starting signal on a surface slimy with mud from the paddock

Bwlch-y-Groes, early on the Wednesday morning: this sort of thing was all too common, and, as cars queued up behind, caused long hold-ups. Here, Chambers' co-driver, Marshall, pushes the Ford Anglia up the Welsh hill



of the weather conditions; a curious clause in the regulations stated that competitors need complete only half the total distance, and half the number of tests, to qualify as finishers. More indicative is the fact that only 15 cars managed to climb Hardknott Pass, in the Lake District, and only 82 passed through Charterhall, northernmost point of the route, and took the test there.

The Rally started at breakfast time last Tuesday week, the 85 Blackpool cars leaving from 7 a.m. onwards, at one-minute intervals; the remainder, starting from Hastings, carried on astern, the first car leaving after the last Blackpool car had left. The two columns converged at Prescott, near Cheltenham, where they joined up into a single phalanx, took the Prescott test and set forth for Chateau Impney. From here, through the Tuesday night, and navigating on one-inch Ordnance Survey maps, they slithered and slewed their way through the Welsh mountains to emerge at Corwen, driving on to Blackpool, and a ten-hour rest period, during Wednesday. In the evening they moved on, navigating their way through the snowy Lake District and up into southern Scotland, during the Wednesday night and Thursday, and finally heading southwards again. The third, and last, night began near Chapel-en-le-Frith, and easier, less snowy roads led southwards through the night, the cars finally reaching the finish at Hastings during the Friday afternoon and evening.

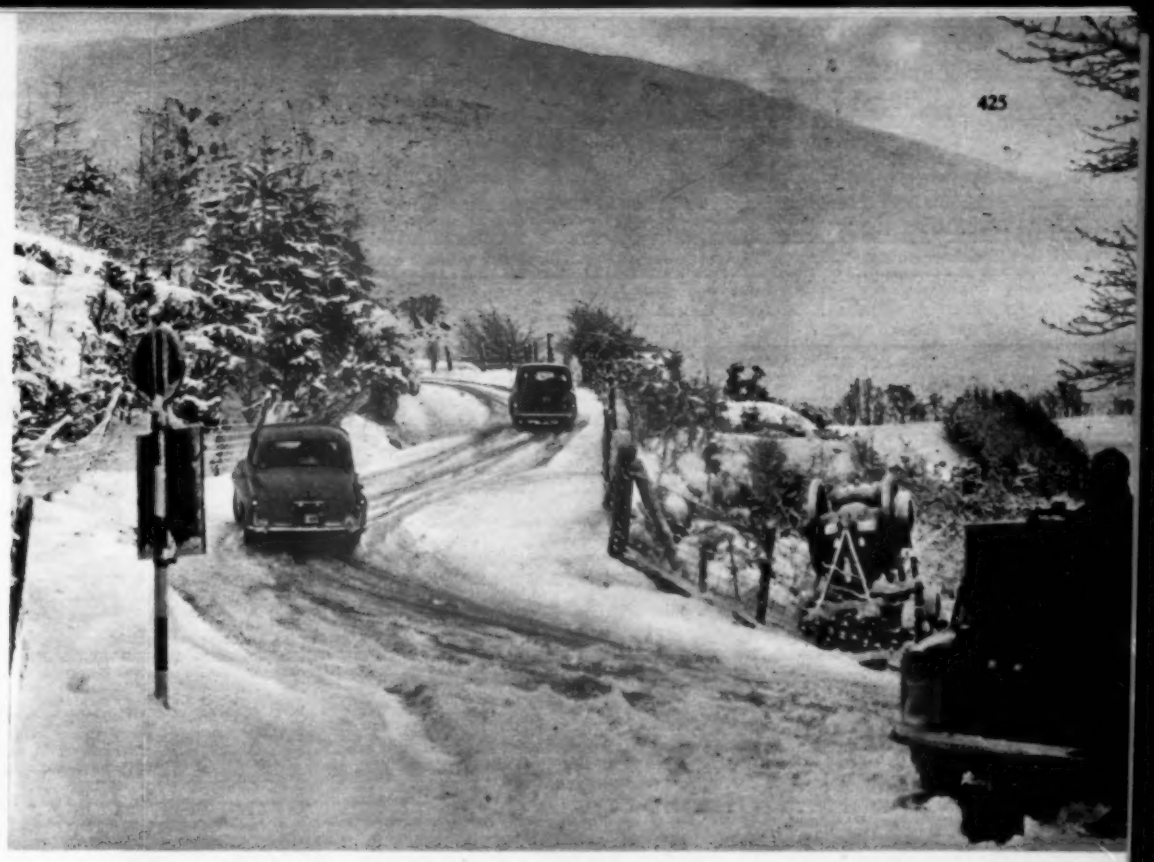
Prescott, noon Tuesday, 11th.

BY MID-DAY the paddock at Prescott had begun to fill up with cars and crews, arriving after a comparatively gentle run from the two starting points. Some, well ahead of time, had the opportunity to tighten up the odd nut and bolt that had worked loose, and to check the route for the stage ahead.

It was cold and bright and the surface was mostly dry, except that under the trees damp patches lurked to catch the unwary. The road had stood up well to the ravages of the winter; there were a few rough patches near the bridge, but the Bugatti Owners' Club has every right to feel proud of the hill. Lyndon Sims, number 1, in his red Aston Martin, was first man up and was fast and neat. He was followed by I. A. Maiden, Jaguar XK140, who seemed to miss a gear at Orchard, and so lost five marks.

An unfamiliar car up the hill was E. R. V. Walker's Armstrong Siddeley; it held the road well and climbed without a great deal of tyre noise, in strong contrast to D. G. Scott's Ford, which went through the Esses very fast—and mostly sideways. Peter Bolton overdid things here and got into trouble, only to find that his run had been mistimed; his next run was more successful as his A.C. Ace lost only four marks.

At the start line, later competitors were finding the take off difficult as mud from the paddock was carried on to the course. John Wallwork was one of the few who lost no marks and his red, left-hand-drive 1900 Alfa Romeo left with a beautiful crisp exhaust note which reminded one of summer days at Prescott. Cyril Corbishley's Standard sped from the line with a crescendo of valve thrash and wheelspin. Ken Rudd, who is no stranger to Prescott, was another who lost no marks, and with Wallwork was the best in his class.



Much of the Welsh and Lake District sections looked like the Monte Carlo Rally route. Here, Fursden's Skoda follows Atkinson's Ford through the Welsh mountains early on Wednesday

Chateau Impney, 1400 hrs. Tuesday.

There were a few snow showers on the way across from Prescott—a foretaste of what was to come. In the grounds of the Chateau a test had been marked out on a loose surface. It involved crossing a line A with all four wheels, reversing round a bend shrouded by bushes and trees to line B, then forward to stop before the foul line. A number of cars tangled with the bushes when reversing, and the marshal at the line seemed rather in the line of fire. J. F. Dickinson, Ford Zephyr, overcorrected in this manœuvre, but was certainly not alone in doing so. Another Ford, piloted by A. C. Whatmough, was good and neat.

R. Hooper's Mk. III Sunbeam—a type which has scored many successes in past rallies—did well in spite of limited visibility through the small windows. An M.G. Magnette entered by A. Griffiths had an odd-sounding exhaust, and from K. H. James' 1.5 Riley came a great crunching of gears when reverse was engaged as the car was moving forward; a similar noise came from P. E. Foden's sister car. Ann Hall's small Ford did well to drop only 2.3 marks, but Pat Moss, Minor 1000, improved on this with a loss of only 0.4. The three works Sunbeam Rapiers were good and quick, and the small Standards driven by Paddy Hopkirk and French champion Annie Soisbault also put up good times.

At Chateau Impney competitors' time from arrival to restarting had been extended by forty-five minutes to compensate for a discrepancy in the mileage on the route card, and so once again there was time to check maps and deal with the odd mechanical defects before setting off for Tenbury and Wales. There were icy patches on the road near Shelsley Walsh but everyone arrived at the time control at Tenbury without trouble.

A heavy blizzard near Hay slowed the competitors a little, and then the long convoy was over the border into Wales. Just after Sennybridge, the red glow of tail lights could be seen reaching up to the sky as the cars lined up for the timed hill climb at Eppynt. The test here consisted of a 500-yard sprint on a steep gradient; before the cars were started there was a strong smell of hot clutch linings as they inched their way up to the line. Competitors were given fifteen and five second warnings by the marshal and were started by a green light. Cuth Harrison, Ford Zephyr, was almost caught on the hop as he did not hear the first warning, but his loss of only 0.4 marks left no doubt of the car's capabilities. K. H. James, 1.5 Riley, took off well and rapidly disappeared over the top.

R. C. Willis, Volkswagen, E. Lewis, Lotus, and E. Brinkman, Jaguar, overshot the turning off the main road and had to come back to the hill. At the top the route went across an artillery range, back down to the main road, and on to the next test at Lydstep. It was here the fun really began; the weather changed the accent of deciding factors from the tests to marks lost on the road. It was here, too, that one of the little Berkeleys broke a drive shaft, and nearly everyone had trouble on the ice-covered road leading to the test.

En route—Lydstep-Corwen.

Now real winter conditions were encountered and the only things missing to complete the picture were wolves. Most

Team award winners: the Gold-Cave Standard Pennant (left) at Travellers Rest in the Lake District, and the Gouldbourn-Turner Pennant during the braking test at Ulpha

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DUNLOP

'Gold Seal' Tyre

8H/107

South again, in sunshine and on roads free of ice and snow, Ann Hall drives the Ford Prefect round Brands Hatch circuit, followed by T. G. Peacock's Simca. Right: Nurse's Renault Dauphine, bearing signs of contact with a bank, chases Gold's Standard Pennant round Croft aerodrome

PROCESS OF ELIMINATION...

fortunate crews were those who could fit chains. Soon after Lydstep a large saloon slid, completely out of control, blocked the road and caused delay and diversions. The stark Lotus entered by E. Lewis managed to circumvent the holdup, only to ground the sump on a rock and spill its oil over the snow-covered road. Tommy Rowe, Mk. VII Jaguar, came down a hill sideways; he reached the foot out of breath but unscratched.

Walker's Armstrong finished up in a hedge; the crew considerately stationed themselves up the road to warn others of the obstruction. T. G. Whites' Vauxhall Victor pressed on strongly, handicapped by a broken throttle rod, the driver controlling the car by the ignition switch.

The route led to Tregaron where there was a meal stop in the early hours of Wednesday morning, then via the old coach road to Rhayader and to Dinas Mawddwy and Bwylch-y-Groes, where deep snow and ice brought those who attempted the gradient to a standstill, except a few lucky ones. P. R. Procter, Aston Martin, was one who had a go but had to return and take another road. Peter Bolton's A.C. Ace stuck on the first right-hand bend but got up later after having snow grips fitted. D. L. Nurse's Renault Dauphine, three up and with deflated rear tyres, made it with a lot of wheelspin.

E. H. Harrison, M.G. A, was very unlucky—his car got nearly to the top, but was then baulked by another competitor; Harrison was unable to restart in the awful conditions, so turned round and came down again. Ann Hall, as might be expected, got her Ford up and away, and B. W. Fursden's Skoda was also one of the few stalwarts which made a successful attack on the famous hill.

The control had closed by the time many of the cars arrived at Corwen, and they drove on to Oulton Park and Aintree where there were more tests.

Competitors who had either failed to get up the Bwylch or had chosen another way round found difficulties even on main road hills. Lumsden, Morris Minor Traveller, got going after being extracted from the gutter by the local road gang, who shovelled grit under the wheels and added extra weight on the rear bumper. The road could be climbed, however, as shown by A. B. Fraser, whose Sunbeam Rapier went up like a bomb.

By now many were running late and road penalties were mounting up, but the leaders were still going strong. Gouldbourn and T. A. Gold, Standard Pennants, were in a strong position, with Ann Hall and Pat Moss running well for the ladies' award. But Oulton Park and Aintree had more penalty marks to add to those already collected, and some competitors arrived at the two circuits to find the controls closed.

Blackpool, 11 a.m., Wednesday.

Arrival at Blackpool coincided with a snow warning and a wind so cold that not even the resources of the publicity department could have tempered it. The test was an elongated figure 8 on the promenade, and when Pulley's black Jaguar did most of it backwards at high speed spectators could be forgiven for thinking that the organizers must have taken leave of their senses. But really it was straightforward and some keen times were recorded, by Sims in the Aston Martin, Scott's Zephyr, Grant's Morgan, Gold's Standard and Peter Morgan's Morgan. Yarranton and Goodall were close to Peter's time, showing once again how ideal Morgans are for this type of manœuvring test. By contrast, O. Issard-Davies' Mercedes seemed to lurch round to achieve a time that was about 4sec slower than the Morgan team average. The Speedwell Austin, looking considerably the worse for wear and with a broken screen, lifted its wheels off the ground but landed again safely.

The blizzard hit Blackpool during Wednesday afternoon, and the night section north (route card No. 2) became a struggle against wet snow with ice patches underneath. Towtop's test, a timed restart and climb, became a Shangri-la unreachable by many who were baulked by helplessly sliding cars, but for fantasy there was nothing to touch the Ulpha test in the west Lake District. The route was up the Duddon Valley out over Hardknott from Cockley Beck, down the Esk Valley to Boot, and then back over Birker Moor to the steep hill down into Ulpha by the Traveller's Rest Inn. On this hill was an accelerate-and-stop and hill-climb test with the first competitor due at midnight.

Lake District, midnight, Wednesday.

By 10 o'clock there was 4½in of snow on the hill and you could hardly stand on the steep gradient. Far up in the direction of Stickle Pike, 1,200ft, the flicker of head lights began to be seen as competitors struggled towards Hardknott. But the infamous Pass stopped many, and soon cars were coming down the Duddon Valley to the foot of the Ulpha test hill instead of the top. There was a hasty consultation and then they were allowed to climb the test hill to the In control and return to the test and the Out control. But the hill was almost unclimbable and was soon chaotic with wildly sliding cars, the staccato rattle of driving chains, the smell of clutch linings and

(*Continued on page* 450)

BLACKPOOL DRIVING TESTS. Left: John Sprinzel swings the Speedwell Austin A.35 through the pylons. Right: Waddilove's 2.4 Jaguar, winner of the 2,001 to 2,600 c.c. class, follows suit

A striking but rather fussy treatment of the XK150 Jaguar by Zagato. It has suede leather trim

SPRING SHOW

XXVIIIth INTERNATIONAL SALON OF GENEVA

SWITZERLAND has increasing value to car manufacturers as a weather vane, indicating which way the wind of the motoring public's opinion may blow if and when the European free market comes into force. Like Belgium, she requires quite large numbers of cars but produces none for herself; her people can buy without the bias of patriotism. British exports, however, have to make a sea crossing and a long overland journey, whereas France, Germany and Italy are comparatively near neighbours.

The rate of import is rising slowly—for instance, from 56,343 private cars in 1956 to 57,788 in 1957. Of these Germany supplied 32,196 last year and more than 30,000 the previous year. The most successful make was Volkswagen, with 12,317 (9,931 in 1956). France's figures for 1957 were 10,892 (9,296), Italy's 5,670 (5,830), the United Kingdom's 5,464 (down from 5,857) and the U.S. 3,394 (4,645).

There is real concern in Switzerland about traffic congestion over her inadequate roads during the tourist months. That factor, and the increasing bulk of the American car, have greatly reduced its popularity among the Swiss.

Although the Swiss authorities are clearly anxious to set about the building of *autoroutes* without delay they have another great problem—to double hydro-electric capacity and make the country less dependent on others for power; at present about 68 per cent has to be bought out, and consumption is rising alarmingly. An estimate for road-building and improvements is four thousand million Swiss francs (about £333½ million); at least three times that amount is required for the hydro-electric plant and installations. Cheap, home-produced power is required for manufacturing industry; more and better roads would help that and Switzerland's other industry—tourism. These problems form a backcloth to the 28th Geneva International Show.

EUROPE'S only spring-time vehicle show to include commercial vehicles, motor-cycles, cycles and boats, as well as cars, the Geneva Salon (13-23 March) this year has greatly increased floor space and many more exhibits. Nevertheless, there are signs that it is losing some of its significance, if only because by March most of the 1958 models are established—there is nothing new to show the customers. There are some

Below left: enterprising treatment of the rear window on the Vignale Lancia Nardi. Left: Farina's Alfa Romeo Sestriere has perhaps the cleanest lines at Geneva. It now has hinged, not sliding doors, without central window pillar. Below: a sleek Cadillac by the same master

SPRING SHOW—GENEVA...

Deep, curved screen on the A.C. Ace with Worblaufen attention

raised eyebrows over the absence of the Volkswagen—Switzerland's most popular car—from the exhibition. Is it *insouciance*, or is there something fresh brewing at Wolfsburg? First cousin Porsche also is absent.

Apart from a full set from B.M.C., the Rootes Group and the Standard/Triumph combine, those present from Britain are A.C., Alvis, Bentley and Rolls-Royce, Berkeley, Bristol, Ford, Jaguar, Rover and Land-Rover, Lotus, Meadows Frisky and Vauxhall—the latter our best-seller in Switzerland.

For the coachwork section the Italian specialists, as is usual, have brought over the Alps some attractive new ideas, and the Swiss, too, have some fine pieces to show. To deal first with the host's products, the exhibits of Hermann Graber—all on the three-litre Alvis chassis—are classic examples of the coachbuilder's art, both in line and execution. All the Alvis cars marketed on the European continent have Graber-built bodies, whereas in Britain they are of local manufacture to Graber's design. There are now three types: the TC108G saloon, the smaller and lighter Special coupé, and the Super, which is lighter still and has a more tuneful engine.

Of particular interest are modifications to the TC108G, in which the driver's pedals have been shifted slightly forward, and the roof has been raised and extended rearwards to make it a real four- or five-seater. This has been contrived without upsetting the car's sleekness too much, and the revised design should be much more acceptable on the home market. There are further subtleties of profile by which Graber has added to an already handsome car. For the Swiss market there is a new radiator grille with vertical centre strip, and the rear roof pillars now rake forward at their tops. The Special and Super still have strictly emergency seating in the rear. The convertibles are particularly fetching, with hoods that fold down flush into the bodywork.

In Switzerland the Alvis range is priced between 29,500 and 31,500 francs. They are considerably cheaper than the BMWs 503 and 507 and the Mercedes 300d, cost about the same as a Buick or a Dodge Lancer, but more than a Lancia Flaminia or a Mercedes 220S. Another successful Anglo-Swiss co-operative product is the 2.2-litre Bristol 406, with coachwork by the Gebrüder Beutler of Thun, which has been seen previously in both Paris and London. This appears long and imposing for its modest engine size, but has more space for its rear passengers than the 405. An A.C. Ace on the same stand has a special curved screen and hood arrangement by Worblaufen, which may work better than it looks.

Another by Beutler is a Simca Aronde 1300 coupé—the Colombe (Dove). This exotic bird is painted in what can most easily be described as raspberry fool with cream on top. Ghia-Suisse show an intriguing but poorly finished coupé on the Lotus Eleven chassis, in red with a wide central band of white from nose to tail. This has individual lightweight seats of which the tubular frames are covered in sponge rubber and trimmed in leather, rather brief cushions and squabs being slung hammock-wise across the tubes. The door window frames are curved to extend into the roof, and ventilation is by small sliding panels above the waistline.

A more deft rendering by the same builder is an Alfa Romeo 1900C coupé with a particularly businesslike facia layout and elegant peach-coloured leather trim. A stainless steel beading recessed beneath the door sill is swept round into the front wheel arch to provide a neat finishing touch. A stylized message in each rear quarter reads: *Creazione P. Frua.*

A striking special equipment Jaguar XK150 has been styled by Zagato, although his radiator grille falls short of Jaguar's own. This car is trimmed in brown suede leather, even to the facia and steering column. In the rear are pygmy seats, to carry luggage more often than passengers. Zagato shows his handiwork also on a Lancia Appia and an Abarth 750 chassis, but neither of these cars is new.

No show would be complete without Pinin Farina to grace it. This time there are two Stars from the Turin Show—the Florida IIa two-door saloon on the Lancia Aurelia chassis, and his superb two-litre Alfa Romeo saloon, the Sestriere, this time in black with pastel green leather trim. His series production coupé on the Fiat 1200, which was shown as a prototype at Turin, is being made as either a two- or four-seater. It is rather humpy in appearance. Farina also has small production lines moving at a new factory for "custom" bodies on

Right: another view of the Vignale Lancia Nardi. Below: Wartburg's sports coupé —Paul Frere inspecting. Below right: a purposeful coupé body by Ghia-Suisse for the Lotus Eleven

the Lancia Appia Special chassis and the Alfa Romeo Giulietta. His station wagon body on the Fiat 1200 will not now be made as he has not sufficient factory capacity, although his new premises are already up to 75 per cent working capacity.

A new Farina work is a sporting saloon on a Cadillac chassis, commissioned by G.M. Externally this is sleek considering its vast dimensions, and its functional and delicate grille treatment an object lesson for transatlantic stylists. It has a more capacious living room—trimmed in pale blue leather—than the Buick he showed at Paris and Turin, but there is evidence of compromise. Thus the floor level is high relative to the waistline, and the front seat backrest has had to be curtailed to maintain this line. The steering-wheel looks oddly high in relation to the lower screen rail, but cannot be lowered without jeopardizing clearance above the seat cushion. In line with other current Farina creations, there are very deep front and rear windows, and side windows of curved glass.

Two bodies by Alfredo Vignale are based on a Nardi-modified Lancia Aurelia G.T. chassis and a Triumph TR3. The first is a coupé having a tinted transparent sliding roof, with a maximum opening of about four inches. The rear window extends upwards to meet this, so that the transparency is unbroken from upper screen rail to luggage boot. Bright, fluted chrome pressings containing the signal winkers climb ladder-wise up the rear pillars to flank the vast window. Although ingenious and nicely made, this arrangement complicates an otherwise graceful profile. This car is termed the Raggio Azzuro V2.

The Triumph retains the rugged look of the standard product, but the Italianate influence has transformed its appearance. The bucket seats are trimmed in leopard skin and black leather.

Viotti has two of his delightful little variations on the Fiat 500 theme, and there is a fine coupé by Allemano based on a Fiat 1200, having two enormous suitcases strapped behind the seats as well as a cavernous boot—for the extensive honeymoon, or for use as a *camion de sport*.

There is surprising general interest in the Rolls-Royce and Bentley stand, where are to be seen the sole examples of British specialist coachwork. The standard Bentley S saloon is supplemented by the range of Continental two- and four-door saloons and a convertible by James Young, H. J. Mulliner and Park Ward.

James Young shows also a long-wheelbase Rolls-Royce Silver Cloud carrying a touring limousine with electrically controlled division, and a Silver Wraith with division. Both cars are very fully equipped with travelling comforts, and the Silver Wraith, a vast mobile apartment in midnight blue, has folding occasional seats. A very peak in luxury motoring, it has no rival at the Show.

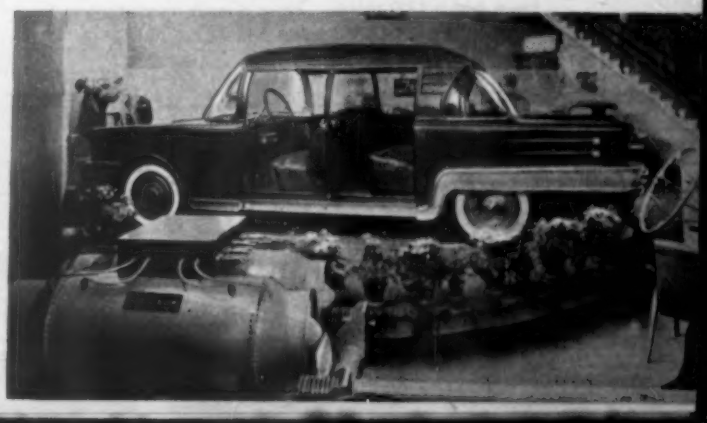
Expectations that a new British-bodied Bristol 406 would appear have not been fulfilled. Something new from Sweden is the Volvo Amazon S, a tuned version of that company's latest product having the twin-carburettor engine of the remarkably fast PV444 L Sport 16 B, which was tested last summer by *The Autocar*. Export models will be fitted with a new four-speed gear box, the three-speed alternative being available only in Sweden. This car will reach well over 90 m.p.h. on 1½ litres, and seems destined for commercial success in America. The single-carburettor Amazon is still listed; it has lower final drive gearing than the S series.

Vauxhalls sell more cars in Switzerland than any other British manufacturer, and there is a constant throng around the current Velox and Cresta models. The new Victor estate car is also much in demand.

Of the established French manufacturers, the Citroen stand includes two Belgian adaptations of the little 2 c.v.; one has an extra window built into each rear quarter—and very neatly done —to let more light into the interior, while the other carries a glazed shooting-brake adaptation of the 2 c.v. van. The Peugeots 203 and 403 have had to forego their fierce bonnet mascots —*les lions meutriers*, the French call them—to comply with new road safety regulations now in force in Switzerland and Germany. They are replaced by innocuous bright metal pressings. Incidentally, the Bentley's B will presumably have to be removed, and also Rolls-Royce's famous lady. Eared hub nuts on sports cars, too, may have to be replaced by hexagonal nuts.

A little out of its depth among the coldly logical Swiss is a typical French fantasy, the Arbel Symetric, shown to Parisians for the first time a fortnight ago. A chassis and complete car are displayed. The single backbone frame is of large diameter welded steel tubes; all four wheels are carried on independent trailing arms, and suspension is by circular rubber cushions in compression, interleaved with light alloy cooling discs. The system is termed *Thermogum* (indicating its ability in dissipating

The Arbel Symetric—a Parisian whimsy bristling with novelties. In the foreground is its thermo-electric energy converter, supplying power to electric motors within each wheel



SPRING SHOW—GENEVA

With a specially tuned engine and lightweight bodywork, the Alvis Super is the fastest of the Graber-styled range

heat energy), and no dampers are fitted. Each wheel assembly contains an individual *Electric-Drive* motor for driving and braking, and propulsion is via one of three sources: first, a petrol engine driving a rotative generator; second, via a static thermo-electric generator running in *Genestafuel*; and lastly, via a *Genestatom* generator deriving its energy from the waste residues of atomic power plants in cartridge form. Just how this will work remains to be seen, for the French government has forbidden the use of this fuel in public places.

The generating plant is carried at the rear of the frame, and looks reminiscent of two parallel aircraft gas turbines. Unorthodoxy sprouts from every corner of the Symetric. The four doors of the taxi-body shown are electrically operated by buttons on the facia. Each door, when opened, falls away out of sight beneath the car, and its window retracts upwards into a recess within the high domed roof. They can be opened to any desired degree whilst travelling in hot weather. A photo-electric cell dips the paired head lamps automatically when they encounter oncoming vehicles. At the same time a lamp recessed in each door sill spreads an oblique beam across the approaching driver's path to increase his range of vision. The screen-washing equipment automatically replenishes itself by picking up rainwater, and even the ashtrays empty themselves on to the road below. Very elaborate and well-produced catalogues in the American style are being distributed from the Arbel stand, suggesting that there is considerable capital behind it. Nevertheless, the poor quality of the plastic body, as well as its outrageous styling, forbid one from taking the project too seriously.

Since its introduction at the Turin Show last autumn, the poised little Fiat 1200 Granluce saloon has had its front door hinges shifted forward, so that all doors now open rearwards; the hinges no longer protrude from the body sides. Lancias have nothing new to show, but their range of Flaminia, G.T. Aurelia and Appia models is amongst the most select in terms of styling and engineering at Geneva; 53 b.h.p. is now put out by the special series Appia four-cylinder engine, of which the short crankshaft runs on only two main bearings.

The prancing horse of Modena is represented by three cars, all on the 250 G.T. chassis (12 cylinders, 3 litres, 240 b.h.p.). These are a superb roadster by Pinin Farina, and two coupés now in series production by Boano. Rivalling them for beauty and speed are two Maseratis, a coupé by Superleggera and a convertible by Touring, both on the G.T. 3500 chassis (six cylinders, 3.5 litres, also 240 b.h.p.). Of the Alfa Romeos, all have appeared before, but two are not yet in production. The 100 b.h.p. Giulietta Sprint Speciale aerodynamic coupé, which eventually will replace the Sprint Veloce, is expected to reach its first customers by June.

In two to three months the first type 2000 (2-litre) saloons will be delivered in Italy, and the Swiss are promised an early batch of export cars. The numbers of Alfa Romeos in Switzerland have grown rapidly since 1954, and it is one of the few makes for which demand is still increasing. Already over 20 selling agents and 40 service stations have been appointed there.

A new version of the BMW 3.2-litre limousine, the 502 Super, is shown for the first time. This has the Type 503 140 b.h.p. engine, to give it a claimed maximum speed of about 110 m.p.h. There are no other BMW surprises, but the attractive and practical little 600 has some well-planned additions to its range of two-tone colour schemes. The Opel two-door Ascona saloon in the four-cylinder Rekord range is selling extremely well in its native Germany—about 120,000 since last November.

A generalization about German cars is that their facia designs are, in the main, gaudy or drab, according to the price bracket of the car, but scarcely ever in good taste by British or Italian standards. Even on the noble Mercedes there is an excess of chrome embellishment which detracts from the facia's strictly functional purpose. Heavy masses of exterior chrome likewise detract from otherwise well-styled cars from the same country.

(Continued on page 449)

Fiat 1200 Granluce (Grande Vue, Full-light) interior. The doors are now hinged in front. Colombe coupé by the Beutler brothers of Switzerland, on a Simca Aronde 1300 chassis. Above: Greatly increased space for the rear occupants has transformed the Alvis-Graber TC108G Saloon

BRITAIN'S

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PRODUCTION FOUR-SEATER SALOON CAR

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Disconnected Jottings

BY THE SCRIBE

The Quality

LAST week I spent a few hours in the company of the Quality. As we sipped our chilled gin, which had been shown a "French" bottle, the talk was of Rolls-Royces and Bentleys. Vulgar subjects such as the quality of chromium plate, detail finish and transmission noises were naturally absent from our conversations. Yet it seemed that even here all was not perfect. The Bentley and the Rolls-Royce now needed to be quite different cars—the Bentley smaller in dimensions, the Rolls-Royce a little bigger.

In spite of the recession, America is becoming more Rolls-Royce conscious, for only from abroad and in this class of motor car can such terms as "custom-built" and "personalized" be really justified. And the price, without purchase tax, is by no means as startling to a dollar-earner as it may seem at home. All this, it seemed, was known to the senior company representative.

I presume to have opinions on these subjects, and agree with the separationists; I think the Rolls-Royce might well be a little bigger. If the luggage capacity is to be vast, the seats long, the upholstery foot-deep, a car needs to be lengthy to provide adequate space for legs.

Bentleys appeal to an owner with rather different tastes, and several of his requirements are not compatible with enormous overall dimensions. More Bentley owners drive their own cars than do Rolls-Royce owners; often such cars must be parked, rather than waved away. Performance for its own sake is a factor, while Rolls-Royces need only to make a rapid but unhurried arrival.

I do not envy "Doc" Llewellyn Smith and his team the job of deciding what next is needed for Rolls-Royce and Bentley.

. . . . Leads to Another

LAST Tuesday a rather splendid looking Mk. II Lincoln Continental, black and shining, awaited delivery at Lex Garages in Brewer Street, London. It is difficult to date these enormous and exotic Yankees, so one had to be told it was a 1956 model.

An interesting little link-up story of people and things unfolded around it. It seems that the Duke of Bedford was taking on petrol when he recognized the forecourt manager as his one-time sergeant major in the Guards. Talking of motor cars led to interest in the Lincoln, the recent property of Lester Piggott, who had had it from Sir Victor Sassoon.

I am wondering if the Duke of Bedford had any idea of buying a Continental when he first noticed he was getting short of petrol.

Insurance

AFTER a look through a long period of correspondence between an insurance company and people wishing to insure cars, I now know the difference between no claim and no blame.

I understand that in the best circles insurance is thought of as a kind of public service, effected by insurance companies at a great loss to themselves for the benefit of the motor industry, and that the word "sell" applies better in the text of the car owner endeavouring to offer his highly desirable risks to the insurance company.

I am told also that life, household and other time-honoured forms of insurance subsidize such precarious markets as flying and motoring. Furthermore, I have gathered that this is all fair because it is the same public that pays the premium for the lot.

Sport

A CERTAIN lack of justice creeps in in other respects. For example, if an enterprising manufacturer makes available a high-performance, two-seater sports car at a price which many young men could afford, new or second hand, the car is likely to get such a bad name and therefore bad record in insurance circles, that in time it becomes virtually uninsurable. What matters to insurance people, who must be entirely impersonal, are the model's accident record and the age of the owner, yet through no fault of the manufacturers they may also get blamed for the car's bad record.

Last week, not for the first time, proposals were quoted to me for a well-known sports car, the prospective owner of which was only 20 years old. The premium was to be £45. The excess was to be £50 on each accident and the cover was the bare minimum, excluding personal injury, passenger liability, and everything else which did not actually invalidate the policy. And this was one of the better proposals.

From these sobering thoughts I draw certain conclusions, and presume to pass them on as advice. If you are young, do not buy a fast sports car until you are sure that you can obtain adequate insurance cover at a price you can afford. If you have a good insurance record, treasure it and let its retention be a further incentive to care and concentration on the roads.

Bright Side

THERE is a bright side. If insurance companies did not handle vehicle insurance, there would have to be a state corporation to do so, and it might not confine its activities to motor insurance but might branch out.

I don't know why insurance companies tolerate highly vulnerable bodywork, or cars with unsafe features of design. In marine circles, I think, insurers have views about design.

Save Me From My Friends

AS the ancient Roman remarked, "Gods! Save me from my friends, and I'll take care of my enemies"; I connect the saying, these days, with someone looking for a second-hand car. Besides maddening him with reminiscences of their own superior acumen and knowledge, and the brilliant bargains they have secured in the past, his friends also knock vigorously any model on which his choice seems to be alighting.

"What, one of those? Keen motorists used to call them the Sucker's Downfall, and the designer committed suicide. There can't be one still running?" Or the gentler, but equally discouraging, "Well, I suppose there must be some people who would like that sort of car."

Seclusion Recommended

WORST of all are the prosperous. They open with an enquiry as to how much the victim proposes to pay, then stoutly maintain that nobody can get a decent car for less than £50 more than the sum he stated. In fact, a potential used car buyer does well to become a hermit until he has made a purchase. If there is much wrong with it, his acquaintance, so cruel in putting him off buying anything, will be too kind to reproach him with having bought a dud.

Red Signs

I CANNOT understand why shop keepers are allowed to have red neon signs practically in line with traffic lights. The worst example is familiar to me, and does not deceive me, but in a strange town the other day I passed a red traffic signal. Halting the car, I walked back and studied the situation. There were 13 red signs in view. My placing in the road, height of car, and so on, had brought one of them into line with the signal.

I have another complaint about neon signs. Practically all of them produce a loud buzzing from my car radio, completely ruining reception. If the production of interference of this kind is not already illegal it ought to be made so. The fact that not quite all of the signs interfere with radio reception suggests that properly installed and functioning correctly, such signs can be entirely harmless in this respect.

C

More Details of Helsinki Tour

APPROXIMATE prices and the itinerary of the new tourist route from Helsinki to Moscow, which was announced in *The Autocar*, 17 January, have now been released by the Russian travel agency Intourist. The tour will run from Helsinki through Hamina (Finland), Leningrad, Novgorod and Kalinin to Moscow, returning by the already established route through Smolensk, Minsk and Brest Litovsk on the Polish frontier. This will be a 12-day tour, the inclusive cost of which will be approximately £70 first class and £50 second class.

Announcing these details, the A.A. add that there is to be a second tour lasting 18 to 20 days which will run from Helsinki to Moscow, then via Kursk and Kharkov to Yalta, back to Moscow and then to Brest Litovsk; particulars of charges for this tour are still awaited.

Tyne Tunnel

IT is expected that the plans for construction of a road tunnel under the Tyne will be authorized in the coming financial year. Mr. Watkinson announced in the House of Commons last week his agreement in principle to the scheme for the tunnel, which will be nearly one mile long and will be linked by approach roads with the A1058 coast road from Newcastle on the Northumberland side of the river, and with the Gateshead-Sunderland A184 road on the Durham side. It will be subject to tolls, which are to be fixed later.

Preston Inspection

AT the invitation of the Roads Campaign Council 20 M.P.s will make an excursion to Lancashire next Thursday to study progress in the construction of the Lancaster and Preston By-Passes. The Council comment: "On previous occasions we have taken M.P.s to the Continent to show them the type of roads we want in this country. Now that at last some of these roads are being built here, we thought it right to show them the progress that is being made. We want more of these motorways in Britain if we are to ward off traffic paralysis."

Japanese Popular Car

IN May this year Japan's first popular car is to go on the market at a price equivalent to £409. It is the Subaru 360, made by the Fuji car company. Its claimed maximum speed is only 50 m.p.h., and the price announced compares unfavourably with the £247 which was the originally estimated price.

Alvis Prototype at Geneva

IN our report of the Geneva Show, on pages 427-430, reference is made to the latest 3-litre Alvis sports saloon, and illustrations show both the exterior and the rear seating accommodation, which has now been increased so that the car has comfortable room for four people. The extra space has been found by moving the front floor board and pedals forward and the back seat rearward to the extent, together, of 7in within the existing body dimensions. This greatly increases the appeal of this attractive car.

It was learnt in Geneva that this is the model which is to be built in England for the home market later in the year. It is not yet time to make a full official announcement about Alvis plans for the future, but information from the company indicates that it may be possible to keep the price of the car in the U.K. considerably below that previously quoted. This possibly means no more than £3,000 total. The London distributors, Brooklands of Bond Street, are not yet able to quote for deliveries, but mention that the bodies are to be built by Park Ward, Ltd., in London. This should ensure that the very high standards of the current Graber-designed and -built bodies are maintained

NEXT WEEK—

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- **Illustrated report of the second sports car championship of the season—the International Florida 12-hour grand prix of endurance at Sebring.**
- **All the regular weekly features.**

Air Tubes Trap

RECENT reports that the Metropolitan Police are experimenting with the Venner speed measuring instrument suggest that the police may have a high opinion of the device. This implication is given by the fact that it first made its appearance in November last year, when the police were said to be testing it on "outer London roads." Thus, if they are still interested in it the preliminary trials must have proved satisfactory.

The Venner speed measurer consists of two slim air tubes lying on the road 5ft 10.4in apart, connected to a transistorized timer which measures the time taken by a vehicle's front wheels to cross the gap, and records the answer in m.p.h. It has obvious advantages over the maligned, distrusted and misused radar meters, since a greater degree of accuracy may be assumed, and it can be used on congested roads where the radar meter is unable to differentiate between individual cars approaching together. If, as seems to be the case, the police have set their hearts on abandoning the old stopwatch method of speed trapping in favour of a scientific device, it is to be hoped that they will adopt the Venner machine in place of radar apparatus.

Run-out Date for Carnets

IT was announced on 21 February that carnets and triptyques would not be necessary for touring in France this year, and 30 March has now been named as the day when this relaxation will come into force. Austria, Germany, Sweden and Switzerland are the four other countries in which already carnets are not required; we look forward to the day when the U.K., Belgium, Holland, Italy and Spain follow suit, and the whole nonsense may be forgotten.

New Car Sleeper

THIS summer there will be an additional car sleeper service connecting London and Scotland. It will run on Tuesdays, Thursdays and Sundays from 4 May to 25 September, from Marylebone to St. Enoch, Glasgow. Return services will be on Mondays, Wednesdays and Saturdays. There will be no restaurant car on the train, but packed suppers, and breakfast on arrival, will be available. Return fare for car and driver will be £16 10s, and for each additional passenger, £6.

Amazon Changes

FROM this month onwards the Swedish Volvo Amazon is being fitted with a four-speed gear box instead of the original three-speed unit. The bonnet is now opened from inside the car, and the rear coil springs have been shortened by about an inch to lower the back of the car.

Small Car News from Germany

SINCE 1 January the Vespa company of Germany has ended its former connections with Messerschmitt, and the 400 c.c. Vespa is being assembled in Augsburg with parts supplied from the Vespa factory at Fougambeaux in France. It is also learned from Germany that the 250 c.c. Sparrow (*Spatz*) baby car, which was introduced in 1956 and later known as the Victoria sports car, has gone out of production.

Sales Up in Norway

REGISTRATIONS of new cars in Norway last year jumped from 10,782 in 1956 to 16,989. More than a third of the cars registered were from West Germany, and imports from Britain were second at 3,447, followed by Sweden with 3,238. The Russian Moskvich sold 922 cars there; most popular British car was the Ford Anglia at 701, followed by the Hillman Minx with 639.

Motor Racing for Children

FIRST European challenge cup for motor-powered miniature cars will be held at Aix-les-Bains on 28 and 29 June. There will be a grand prix, on a new children's motor racing track, for pedal-driven and electric miniature cars. Children from France, Switzerland, Italy and Germany will take part.

HERE IS Russia's new Zil II—an eight-cylinder six-seater car for use by senior Government officials. It was introduced earlier this month, and features automatic transmission and power-assisted steering. Its price in Russia is equivalent to about £2,500

Road Tests, 1958

THE first spring edition of a book of Road Tests conducted by *The Autocar* was published last Tuesday, 18 March, to assist readers by including more of the new models than was possible with autumn publication, and by appearing at the opening of the main buying season.

The book—*Road Tests, 1958*—includes test reports and full performance data for 33 of the latest models from Great Britain America and Europe. Price is 7s 6d net, and copies may be obtained from booksellers, or from Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1, at 8s 6d including postage.

Cheaper Insurance for I.A.M.

A SPECIAL insurance policy has been arranged by a Lloyd's broker to allow a reduction of 20 per cent on the normal premium to members of the Institute of Advanced Motorists. The policy will be allowed "in approved cases," and will be subject to the usual maximum of 35 per cent no claims bonus after four years' free of claim. Cheaper insurance was one of the claimed incentives of membership of the Institute, but it appears that only now has a predetermined reduction on normal premiums been offered to some members.

Lancer in Australia

FOLLOWING the introduction of the Morris Major—a Morris version of the Wolseley 1500—in Australia last month, B.M.C. have now announced details of the Austin Lancer. This car is also basically the same as the Wolseley 1500, and has a radiator grille resembling that of the Austin A.35. Both the Morris Major and the Austin Lancer have a more austere interior than the Wolseley, and a metal facia similar to that of the Morris Minor 1000 is fitted.

German Production Down

THERE has been a fall of 8 per cent in the figures for German vehicle production during February, compared with those for January. The total was 117,677, of which 59,341 cars were exported.

Institute Officers

MR. H. W. LIGHT, director and general manager of Thrupp and Maberly, Ltd., of Cricklewood, London, has been elected president of the Institute of British Carriage and Automobile Manufacturers for the coming year. Honorary treasurer is Mr. C. W. Ward, director and general manager of Park, Ward and Co., Ltd., Willesden, London.

WESTMINSTER COMMENTARY

Motor Trade Levy.—The Board of Trade has been urged to bring to the immediate attention of the Restrictive Trade Practices Court the distribution scheme agreement of the British Motor Trade Area. Mr. Douglas Jay alleged that the manufacturers were collectively raising a levy to enforce higher prices, an action which he felt was against the Monopolies Act. The answer from the Government was that the President of the Board of Trade was shortly to issue a third direction to the Registrar of Restrictive Practices about cases to be taken before the court, and that he would deal with the matter then.

Safer Cars.—The Ministry of Transport has asked for information about the Cornell-Liberty safety car which has been built in the United States, and was designed to minimize injuries in case of a collision. Mr. Nugent acknowledged that a great deal of attention was being given now, both nationally and internationally, to vehicle design aimed at reducing injuries in accidents. Among the unusual features of the Cornell-Liberty were a motor-cycle type handlebar control to replace the steering wheel, driving seat mounted in the centre of the car, bucket seats with individual safety belts, bumpers on the sides as well as the ends of the car, and unusual arrangements for the doors, similar to those of a telephone call box.

Staggered Hours.—The report of the first year's work of the committee which is conducting the campaign for staggered working hours in central London is to be published on 2 April. There has been a poor response to this scheme, and Mr. Watkinson is to meet the committee for talks to see how to stimulate the campaign.

Filling Stations. It is estimated that capital expenditure by the oil companies on filling stations under their ownership amounted to about £2,000,000 in 1956, and £3,000,000 in 1957. This expenditure involved between 500 and 600 filling stations, but the total number of petrol stations in the country is known to be in the vicinity of 30,000.

THE LOOP ROAD to carry traffic round Gatwick Airport is beginning to take shape as one of Britain's few stretches of road with underpasses and fly-over junctions for modern traffic. This aerial picture was taken by the photographic staff of our associate journal Flight

★ IMPROVING THE PERFORMANCE OF POPULAR CARS

PART 1 OF A NEW TEST SERIES

Morris Minors

INTEREST is growing in the practice of extracting greater performance from popular, mass-produced cars both in this country and abroad. Most owners of such cars find the performance adequate for their everyday motoring, but there exists a keen minority who are anxious to improve the efficiency of their engines.

In particular, better acceleration is the goal, for motoring in conditions of high traffic density places a premium on the ability to overtake quickly, if reasonable average speeds are to be maintained in safety. A sports car is not automatically the answer, because of limited seating accommodation and luggage space, and its price may be beyond reach.

Most popular cars respond to tuning, and worthwhile improvements can be had. More and more firms are specialising in the work. In an attempt to evaluate the worth of such treatments and to assist motorists in their choice, *The Autocar* is describing and testing the performance conversions which are offered for a selection of popular cars. This, the first of a series which will appear at intervals during the year, deals with the Morris Minor 1000.

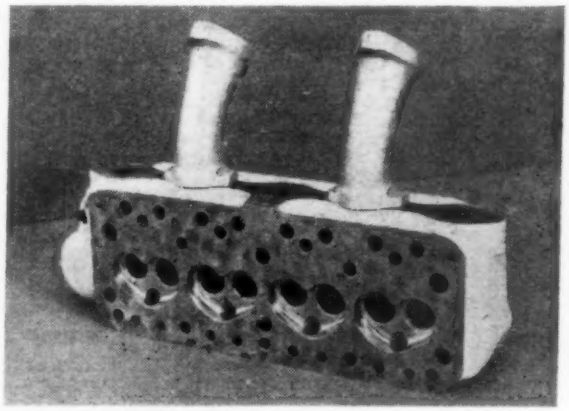
A distinction has been drawn between firms who are prepared to carry out conversions, and those who supply components, such as special induction and exhaust manifolds, to be fitted by owners. Careful attention to fitting and assembly is essential, and unless the owner is competent in these matters, the work should be carried out by the supplier. Therefore only "works" conversions will be appraised in this series, although in some cases the same parts are available for fitting by the owner.

Low pressure supercharging is a most fruitful method of increasing performance, and from time to time we shall discuss cars to which a supercharger has been fitted, but this series will deal with more modest conversions. An article and test report on a blown Morris Minor 1000 appeared in *The Autocar* of 7 March, and on supercharging an earlier Minor in the issue of 22 July 1955.

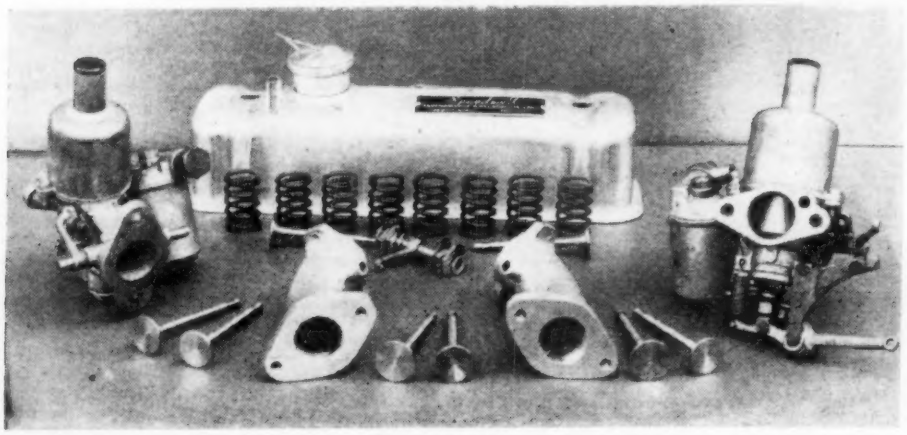
Car manufacturers do not usually approve performance conversions, and state that guarantee and warranty are invalidated by them, but there are a few exceptions; the attitude of the manufacturer concerned will be made clear in each instance. All the conversions referred to are believed to be reasonable and sound, and unlikely to lead to overstressing of components or unreliability.

IT IS nearly ten years since the Morris Minor, in its post-war form, was introduced. Designed for a flat-four engine that was never used, it has an unusually wide track for such a small car, and this has contributed to the excellent handling qualities of the model, together with the well-conceived torsion bar front suspension and rack and pinion steering.

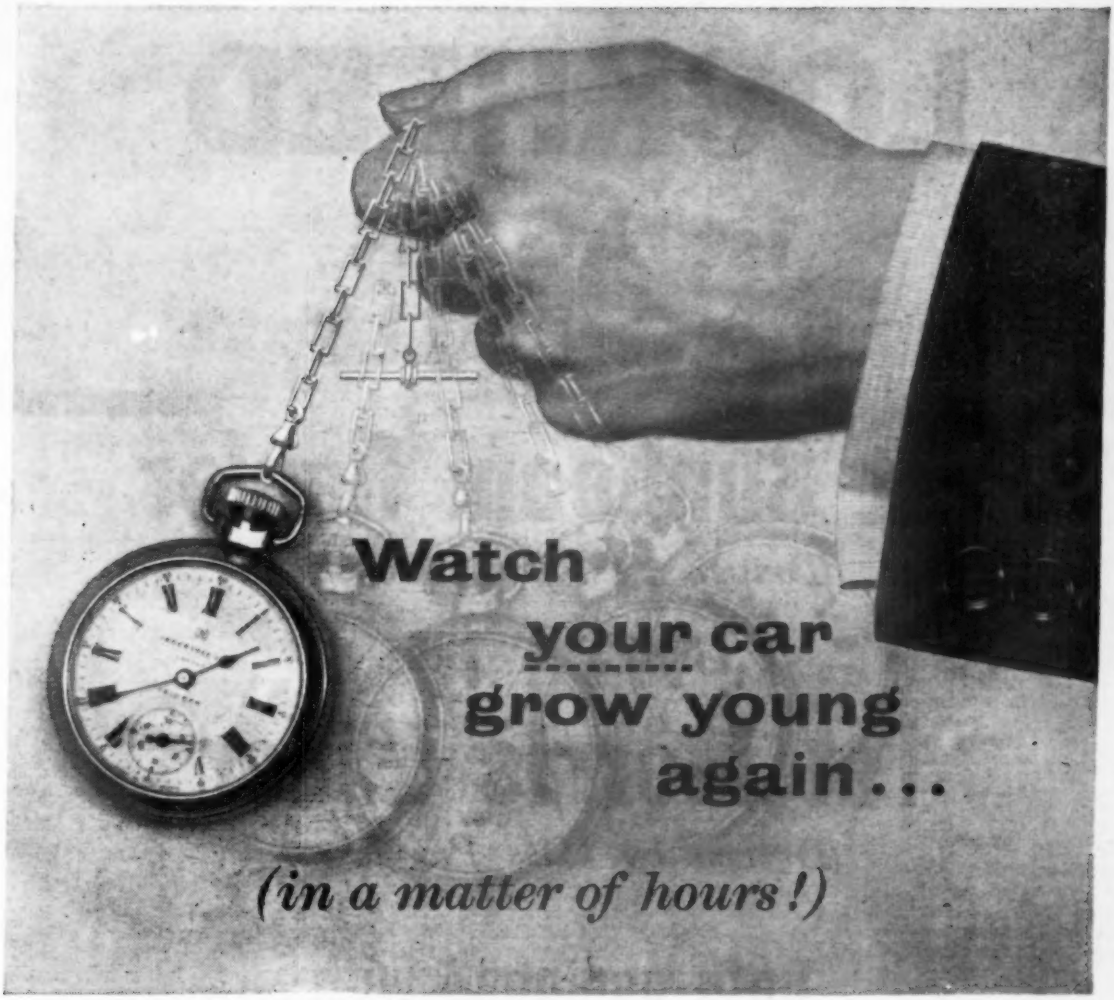
Originally a side-valve 803 c.c. engine was fitted, substantially the same as was used in the pre-war Morris Eight; this was replaced in 1952 by the overhead-valve engine, of the same



High standard of finish in the combustion chambers of the Speedwell-modified cylinder head. Here the new separate induction stubs are standing in their correct fitted positions



Components of the Speedwell conversion, which, in addition to the head changes, include special valves and springs



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R.A.C. RALLY

1st Sunbeam Rapier

(Driven by Peter Harper)

LADIES' AWARD

1st Morris Minor

(Driven by Miss Pat Moss)

Both equipped with

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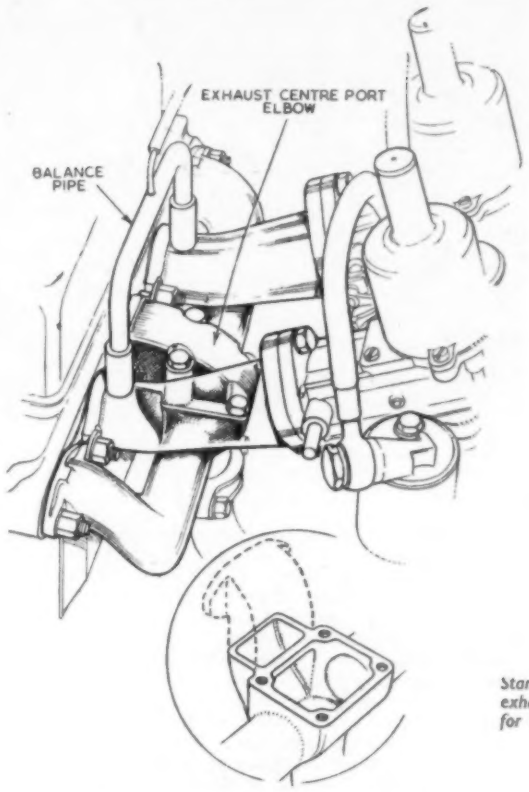
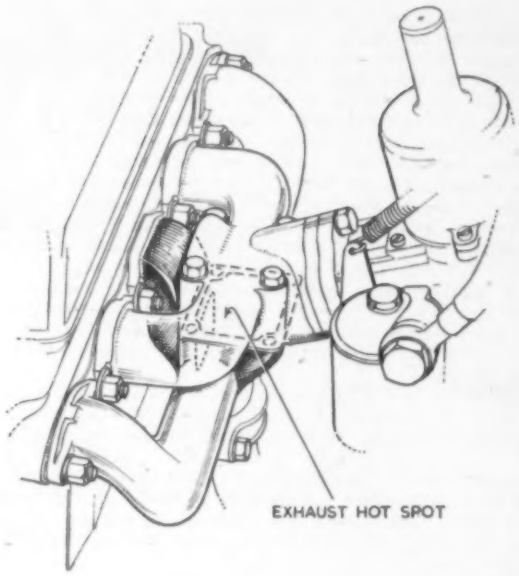




Standard manifolding (above) of the Morris Minor 1000 includes an exhaust-heated hot spot. With twin carburettors (left) improved exit for the gases from the centre port can be provided, by fitting a new elbow discharging into the top of the hot spot chamber

Improving the Performance . . .

capacity, that also powered the Austin A.30. Both power units have received treatment in one form or another by seekers after better performance, and there is available an overhead-valve conversion for the side-valve engine produced by the Alta Car and Engineering Co., Ltd., Fullers Way, Surbiton, Surrey.

In this article, however, we are concerned with the current 948 c.c. engine which, towards the end of 1956, had the compression ratio raised from 7.2 to 8.3 to 1, to enable it to take advantage of the better fuels which had become available. Gross power output was raised from 30 b.h.p. at 4,800 r.p.m. to 37 b.h.p. at 4,800 r.p.m. Increased bearing loads were taken care of by substituting lead-indium big-end bearings for the previous white metal shells, after prolonged high-speed testing.

Of conventional design, the four-cylinder Morris Minor 1000 engine has a cast-iron cylinder block-cum-crankcase, three-bearing crankshaft and side-mounted camshaft, driven at the front by roller chain.

Valves are in line in the head, and inlet and exhaust ports are siamesed (joined together for adjacent cylinders) except for the exhaust ports of cylinders one and four, which have individual passages. The push-rods pass between the ports, leaving the opposite sides of the head free for the plugs, which are very accessible.

To increase power output, attention naturally is directed at the combustion chambers, ports and manifolding, so improving volumetric efficiency. Ports and manifolds should be blended so that there is no step or recess at the joint faces to disturb the gas flow, and gaskets should line up accurately.

The cylinder head face may be machined to raise the compression ratio to 8.9 to 1 without the need for super-grade fuels, provided that combustion chambers are polished to prevent rough areas becoming over-heated and leading to detonation. Similarly, valve faces should be smooth and free from ridges or pockets. As cast, there are inequalities between combustion chamber volumes, and these should be matched to give the same compression ratio for each cylinder, which also increases engine smoothness.

Such work can give a useful though not spectacular increase in output, without affecting the torque characteristics. In standard form, flexibility and good pick-up from low engine speeds are notable features.

First-stage Conversions

Two examples of this sort of work, which could be called a first-stage conversion, were tested. These were by Rally Equipment, 295, Edgware Road, Colindale, N.W.9, and Palace Gate Garage, 50, Queens Gate Mews, S.W.7.

The Rally Equipment conversion consists of the following: The combustion chamber form is modified; induction and exhaust ports enlarged and re-shaped to improve gas flow. Inlet valves of slightly larger head diameter are fitted, and valve guides are cut back to reduce restriction. Compression ratio is raised to 8.8 to 1, and combustion chambers, ports and manifold passages are matched and hand polished. A straight-through absorption-type silencer is fitted, with a tail pipe of increased diameter. Claimed b.h.p. is 46.8 gross at 5,100 r.p.m.

During test of this conversion, starting from cold was instantaneous and the engine smooth throughout the speed range, except for a vibration period at about 57 m.p.h. in third gear. Flexibility was unimpaired, with good torque at low revs. Exhaust noise was no greater than on the standard car, and it had the usual resonant growl on overrun. Performance figures given in the accompanying table show improvement in standing-start acceleration figures to 50 and 60 m.p.h., and for the standing quarter mile. There was also a marked gain when accelerating in the gears from constant speeds, and the mean maximum speed was raised by some 5½ m.p.h.

With this car, as in the case of all converted Minors tested, fuel consumption when driving hard is a little heavier than with the standard car, which is to be expected if improved perform-

Improving the Performance . . .

ance is obtained and used. The price of this conversion, including all fitting charges, is £42 10s.

As with the above car, a look under the bonnet of a model converted by Palace Gate Garage showed no sign that work had been carried out on the engine. The conversion on this car, which had covered some 12,400 miles, consisted of raising the compression ratio to 8.6 to 1, matching and polishing combustion chambers, and blending and polishing ports. The exhaust manifold is not touched, but a Servais straight-through silencer is usually fitted, although there was not one on the car tested. In addition, valve rockers had been lightened to reduce their inertia, and polished to increase fatigue resistance.

With this least expensive of the conversions tested, a worthwhile improvement in acceleration was obtained, and a mean maximum speed of 76 m.p.h. was recorded, compared with 72.8 m.p.h. for the standard car. Cruising at a speedometer 65 —a true 62 m.p.h.—could be maintained indefinitely without apparent effort.

This was a particularly smooth engine, and there was no loss in flexibility. Between 35 and 45 m.p.h. in third gear a certain fussiness, usually found with the Minor, was noticed but it was not obtrusive.

Starting from cold was excellent, with little need for the choke, and water temperature was regulated to 80-90 deg Centigrade by a blind. The price of this conversion is £23, or £18 10s if modified parts are fitted by the owner, and he returns the original parts.

Whilst some improvement in cylinder charging can be obtained by the detailed attention already described, breathing of the Morris Minor 1000 engine is limited by the single carburettor induction. A twin-carburettor layout, therefore, will improve efficiency at high revs and increase the maximum usable engine speed. There are two circular induction ports in the head, each of which branches to a pair of valves. The practice is for new induction stubs to be provided, bolted directly to these ports with a carburettor mounted on each. If both induction tracts were entirely separate, balancing of the two carburettors would be impossible because, with siamesed ports, valve overlap affects mixture flow in the adjacent passage. Consequently the two stubs must be joined together by a balance pipe to give satisfactory carburation.

Because of the better filling with such an arrangement, overrevving is easier, but the onset of valve bounce gives warning before this happens. Nevertheless, although the standard engine will stand up to abuse for short periods, it must be remembered that persistent use of maximum engine revs is likely to lead to trouble. This warning is of even greater importance when special valve springs are fitted, raising the speed at which valve bounce begins.

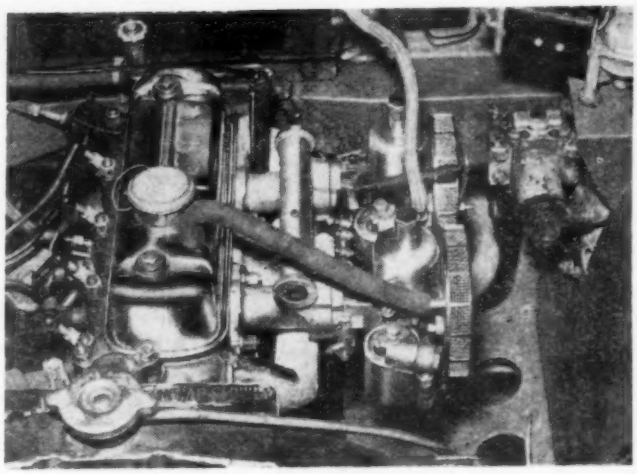
A rev. counter is desirable with the more advanced conversions to enable a check to be kept on engine speed.

Twin-carburettor Conversions

Three twin-carburettor conversions were tested, these being supplied by Alexander Engineering Co., Ltd., Haddenham, Bucks; Wicliffe Motor Co., Ltd., Russell Street, Stroud (the Powerplus conversion); and Speedwell Performance Conversions, Ltd., 763, Finchley Road, London, N.W.11.

Alexander Engineering carry out the following work at an inclusive price of £44, including fitting. The cylinder head is modified by re-shaping the combustion chambers and ports, which are polished, and compression ratio is raised to 8.9 to 1. Special valve springs are fitted to raise valve bounce speed. A cast, light alloy induction manifold with integral balance pipe replaces the existing manifold and twin horizontal 1¼in S.U. carburettors are fitted, each with an individual air filter. A new elbow outlet is bolted to the centre exhaust port to discharge gases direct into the top of the existing hot spot chamber, giving a much improved flow.

An axle conversion giving a 4.2 to 1 ratio in place of the standard 4.5 to 1 is available, but was not fitted on the test car. The parts may be supplied at reduced cost for fitting by the owner. The example tested had covered about 20,000 miles, but the engine had done only 2,500 since new. There



One-piece induction manifold with cast balance pipe on the Alexander conversion, to which is bolted a pair of horizontal S.U. carburettors

were no flat spots in the carburation and throttle response was excellent, it being possible to snap the accelerator wide open at almost any engine speed. It was noticeable, but not very pronounced, that torque above 30 m.p.h. in third gear and 45 m.p.h. in top gear suddenly improved, but generally the engine was flexible, and frequent use of indirect gears was necessary only when the maximum performance was needed. The fussiness previously referred to between 35 and 45 m.p.h. in third gear was evident to the point of roughness, but the engine smoothed out well above 45 m.p.h.

This characteristic encourages a driver to remain in third on a twisting road to take advantage of the acceleration, rather than change into top. A feature of this particular car was that the gear lever had been cranked towards the driver by about 1½in and lengthened, which made it easier to reach. Unfortunately, this small modification is not included in the normal conversion.

The table shows that performance increase commensurate with money spent was obtained. Performance costs money, and as a rough rule is proportional to the outlay. The bottom line of figures in the table is an attempt to evaluate the return for money spent on the various conversions, it being assumed that those who tune their cars are most interested in the better acceleration that can be obtained.

Last year the Powerplus conversion was tested with a non-standard 4.2 to 1 final drive ratio. It is particularly interesting to see how this car, provided also with "second stage" tuning, compares with the other twin-carburettor conversions. One would expect that the effect of higher gearing would be to the disadvantage of acceleration, but to the benefit of cruising speed and possibly maximum speed, depending upon the power increase obtained.

On the Powerplus car the following work had been done. The by now familiar treatment of the cylinder head raises compression ratio to 8.75 to 1. Twin 20 deg semi-downdraught S.U. carburettors are mounted on separate induction stubs, with balance pipe and separate air filters. A new exhaust pipe with Burgess straight-through silencer is installed, and there is a special centre port elbow to the exhaust manifold. Special valve springs are used, the high axle ratio is fitted, and a recalibrated speedometer supplied in exchange for the existing instrument. With the head supplied on an exchange scheme, total price, including fitting and tuning, is £67 17s 6d.

Outstanding improvements in both acceleration and maximum speed were obtained, and cruising speed was generally governed by road conditions alone, the higher gearing enabling a true 70 m.p.h. to be maintained for long periods when conditions permitted. A maximum of 75 m.p.h. was obtainable in third gear, and 45 m.p.h. and 28 m.p.h. in second and first respectively.

With this conversion in particular it was essential to use the indirect gears very freely to get the increased performance, as torque characteristics were inferior to those of the standard

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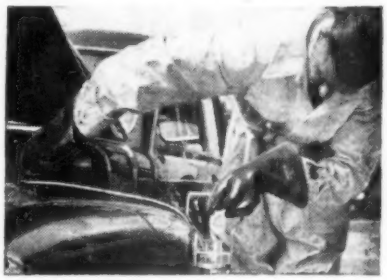
RADIO-ACTIVE WEAR DETECTOR IN FAMILY CAR CONFIRMS 80% LESS ENGINE WEAR

Striking new tests on BP Energol Visco-static

WHEN BP Energol Visco-static motor oil was first tested with the radio-active wear detector the tests had to be made in a laboratory. Now advances have been made in this most sensitive of all methods of measuring wear. Now it has been possible to use the radio-active wear detector on an actual family car on the road on normal day-to-day running.

These new tests have confirmed the amazing result of 80% less engine wear with BP Energol Visco-static compared with conventional oils.



Taking a sample of the oil to be tested for radio-activity. It proved that BP Energol Visco-static gives 80% less engine wear compared with conventional oils.

How the test worked

Research scientists took an ordinary Morris car. They fitted it with a radio-active piston ring and they ran the car on suburban, town and country roads in Surrey. To make conditions rather worse than normal, they made every start an ice-cold start. As the engine ran, wear took place – it must do. This meant that infinitesimally minute fragments of metal were worn off the moving parts – including the radio-active piston ring and these particles passed into the engine oil.

The 'clucking hen'

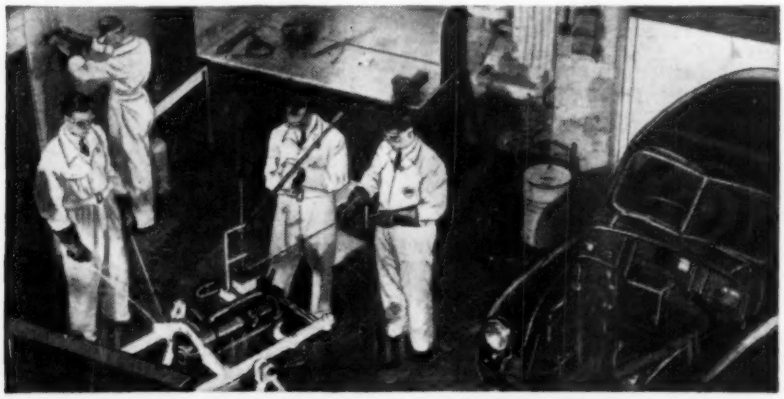
At the end of each day's running a sample of the oil was taken and its radio-activity was measured by a special Geiger counter – the famous 'clucking hen' of atomic research. This allows the amount of metal worn from the piston ring during the day to be measured with amazing accuracy.

After months of testing BP Energol Visco-static against the finest conventional oils the results showed 80% less wear with BP Energol Visco-static.

How BP Energol Visco-static saves wear

Most wear in engines occurs in the first few minutes after each cold start. That is with ordinary oils. When the engine is left overnight, acid products condense on the cylinder walls. These cause corrosive attack to take place. It is this which causes serious harm when the engine is started again.

With BP Energol Visco-static you fight this wear in two ways. Firstly this advanced oil protects metal surfaces from acid corrosion when the engine is stationary. Secondly, BP Energol Visco-static remains free flowing even in freezing-cold so that every part of the engine gets proper lubrication from the moment the engine starts.



The radio-active piston ring is being installed in the engine in preparation for a test on the road. In all other respects this was a normal engine fitted in a normal family car. Although precautions had to be taken in handling the piston ring out of the engine, it was completely safe once it was installed. There was absolutely no radiation hazard from the car on the road.

Saves petrol too

Because BP Energol Visco-static is a different, more advanced kind of oil, it brings other advantages as well as 80% less engine wear. It saves up to 12% in petrol because it cuts down oil drag. Starting is much easier too in all weathers.

BP Energol Visco-static is for use all the year round

BP Energol Visco-static is for use all the year round in all 4-stroke car engines in good condition for which SAE 10W to SAE 40 are normally recommended.

To obtain the benefits of this outstanding oil you should have your old oil drained and make a complete change.

Ask for BP Energol Visco-static – Britain's most advanced motor oil – at any garage where you see the BP Shield.

Rolls-Royce officially approve BP Energol Visco-static for all their post-war motor-cars.

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Improving the Performance . . .

engine below engine speed corresponding to 40 m.p.h. in top gear and 30 m.p.h. in third. Keen drivers are not likely to be averse to using the excellent four-speed box with central floor change on the Minor, so that this criticism is applicable only to leisurely driving, in particular in towns, when even the most avid enthusiast may tire of the constant gear changing required. This car was notable also for the good fuel consumption figure of 33 m.p.g. obtained with exceptionally hard driving, and including some city work.

This firm has since carried out further development on the induction, improving low-speed torque and, in addition, a new three-branch exhaust manifold which increases power at high r.p.m. is available. We hope to test the latest version in due course.

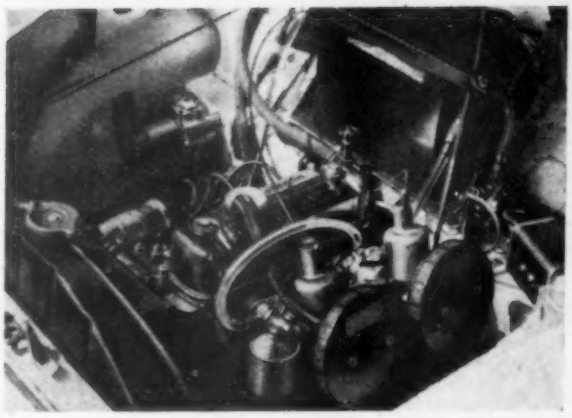
The Morris Minor clutch is often found to be fierce, making a smooth getaway from rest an operation requiring good judgment. Some examples are prone also to clutch judder.

A detail which would repay attention is the provision of a modified linkage between accelerator and throttles to give more gradual opening during the initial movement of the accelerator. This would make a smooth getaway an easier matter, and help in city traffic.

Last conversion tested was the Speedwell Minor 1000. The cylinder head is re-machined to match a master head, which has been flow tested, and combustion chamber contours and ports are re-shaped. Manifolds are accurately located on the head to ensure correct alignment. Inlet valves of improved shape, and exhaust valves in better steel are fitted, together with special springs. Compression ratio is 8.7 to 1 and, with twin S.U. carburettors mounted on long light alloy stubs, it is claimed that power output exceeds 50 b.h.p. The basic price is £65, but this is reduced to £60 if the original carburettor is returned in good condition. Fitting charge is £7 extra. An exchange 110 m.p.h. speedometer, silicon damped, can be obtained for £1 10s.

The car tested had covered 12,000 miles. Pick-up is poor at very low engine speeds, but generally flexibility is good, and below 25-30 m.p.h. in third gear, acceleration is about the same as with the standard car. From then onwards, the engine really takes hold, and acceleration is impressive, although accompanied by considerable noise both mechanical, exhaust and air intake; there were no carburettor silencers on the car tested. There is a trace of the characteristic roughness until 45 m.p.h. is reached, when smoothness is regained.

The maximum in third is a true 73 m.p.h., and 43 m.p.h. can be reached in second gear. Valve bounce cannot be detected



Twin 20 degree S.U. carburettors with separate air cleaners on the Powerplus conversion. Compression ratio is raised to 8.75 to 1

at maximum speed in third gear. The car is perfectly tractable at 15-20 m.p.h. in top for leisurely driving, but the indirect gears must be used, of course, to get the added performance, although top gear acceleration is strong from 45-50 m.p.h. upwards.

All tests were made with premium fuel, and at no time on any of the cars was pinking experienced. The two carburettor conversions were impressive in the way they produced improved acceleration and maximum speed, without greatly increasing fuel consumption. With leisurely driving, this should be comparable with that of the standard car. The need for a rev. counter was felt, and it is of interest that The Aquaplane Co., Oulton Broad, Suffolk, provides a kit in which the drive for a counter is taken from the timing cover at the front of the engine. This firm also supplies twin carburettor manifolds and special exhaust manifolds for the Minor 1000 engine. Among others who perform a similar service are V. W. Derrington, Ltd., 159-161, London Road, Kingston-on-Thames, and Lex Garages Ltd., Ace Service Station, Ace Corner, North Circular Rd., N.W.10.

A comprehensive survey of all such special equipment, both for the Morris Minor 1000 and other cars, will appear in a feature article in the Sports and Racing Car issue of *The Autocar* next week.

The British Motor Corporation do not give their approval to conversions of the Morris Minor 1000, guarantee and warranty being invalidated, though some suppliers have instituted their own guarantee for modified cars.

D. M. P.

PERFORMANCE TABLE

		Single Carburettor Conversions		Twin Carburettor Conversions		
	Standard Morris Minor 1000	Rally Equipment	Palace Gate Garage	Alexander Engineering	Powerplus (4.2 to 1 axle)	Speedwell
	sec	sec	sec	sec	sec	sec
Acceleration from rest through gears to:						
M.P.H.						
30 ..	6.8	6.8	6.8	6.7	5.6	6.1
40 ..	—	11.0	11.3	10.8	—	9.2
50 ..	18.8	17.4	16.7	16.1	13.7	14.2
60 ..	31.3	25.0	28.4	23.7	20.7	20.1
Standing start quarter mile	24.2	23.2	22.9	22.7	21.5	21.8
From constant speeds						
30-50 m.p.h. in 3rd ..	11.7	9.6	10.7	10.0	9.1	8.6
30-50 m.p.h. in top ..	18.2	13.6	14.7	14.6	14.7	13.2
40-60 m.p.h. in 3rd ..	—	13.9	19.5	13.8	13.5	11.3
40-60 m.p.h. in top ..	23.9	15.9	20.5	17.6	17.4	16.0
Maximum speed: mean m.p.h.	72.8	78.25	76.0	77.5	80.0	77.7
best m.p.h.	75.2	79.5	80.5	78.0	82.0	80.0
Fuel consumption (hard driving) m.p.g.	36.5	32.7	33.7	32.4	33.0	30.3
Price of conversion (including fitting)	—	£42 10s 0d	£24 0s 0d	£44 0s 0d	£67 17s 6d	£67 0s 0d
Price per 0.1sec improvement in time for standing quarter mile	—	£4 5s 0d	£1 16s 11d	£2 18s 8d	£2 10s 3d	£2 15s 10d

Holland Has Its Advantages

HOLIDAY PLANNING

AN economical continental holiday with a small car is well within the bounds of possibility—ever since returning from one of the Dominions some years ago we have made a habit of it. We resolved to see as much as possible of Europe, and to steep ourselves in the oldness of it all after the newness and brashness in that temporary "home" overseas.

One particularly reasonably-priced holiday was a tour of Holland, where the excellent roads made motoring a pleasure. Inexpensive petrol at about 4s a gallon represented a considerable saving over the price in other lands, and overnight accommodation in the smaller hotels with bed and breakfast could be had for 10s to 12s a night.

Both British Railways and the Dutch Zeeland service offer reduced rates to motorists on their Harwich-Hook of Holland service. The day service gives greater economy if one has no objection to spending seven waking hours or so on the water rather than sleeping hours in a cabin on the night boat. In fact cabins on the day boat are available at a small extra charge of about 10s for a two-berth cabin—recommended to those who prefer privacy or whose sea legs are not their strongest limbs!

Apart from the fares, outlay need not be large. In our case, with a small son and a little Renault, the fares were under the £30 mark for a return on the day boat.

We established the habit of enjoying picnic lunches during our holiday. We tried the famous *pumpernickel* (black rye bread) with cheeses, and several other kinds of bread; the butchers and better grocers sell many excellent varieties of cooked meats and sausages. Liquid refreshment was usually a brew-up on a folding stove by the roadside. For our evening meal we would take dinner in the hotel at about 8s to 9s a head, generally satisfying in quality and more than adequate in quantity.

The cooking is not so very different from home, but the standard of meat tenderness is very high; only the mass of potatoes the average Dutchman manages to dispose of will surprise Britons. Occasionally in the towns we would have a Chinese or Indonesian dinner at one of the many oriental restaurants. For 4s or 5s a very adequate meal of chicken soup, *loempia* (batter with bean shoots), *bami* or *nasi-goreng* (fried rice or noodles and meat) and coffee may be enjoyed.

Hotels are generally clean and comfortable; they have adequate plumbing, and provide probably the most British of continental breakfasts with a boiled egg, several sorts of bread, butter and marmalade and tea or coffee. Some hotels even add corn-flakes and fruit juice.

English is spoken freely in Holland and, except in the remoter areas, there is seldom any difficulty in making oneself understood. Indeed, even those who have mastered the native language may find that their greatest difficulty is in finding an opportunity to speak it.

It is important to remember that, as on the continent generally, oncoming traffic from the right has the right of way. This applies at all times, unless one is driving on a major road designated by an orange diamond on a white background. The knowledge that one is legally obliged to give way to that stupid clot who cannons out from what appears to be very much a side street when one is serenely passing along a main road, at least may prevent, to say nothing of worse consequences, a clash of Anglo-Dutch personalities.

Probably one's first port of call after landing at the Hook will be the new city of Rotterdam (rebuilt after the aerial bomb-

bardment by the Luftwaffe in 1940), with its busy port, modern stores and the Boymans museum of art treasures.

The Hague, with its seat of government and art treasures in the Mauritshuis, should not be missed, nor the seaside resort and fishing port of Scheveningen, with its costumes and cafés.

In Amsterdam, apart from the shopping centre of the Kalverstraat which is best seen on foot, it is better to take to the water. For 2s 6d one can go by motor launch for a two-and-a-half-hour trip round the canals of the old city and the port. Majestic old houses, "honky-tonks" and ocean liners—a real cross section of the life of the city—will be seen. Meanwhile the car can be parked in the large area at the side of the Rokin; this is free of charge—as is all parking in Holland—except for a modest tip of 4d or 6d to the casual attendant.

If a day is allocated to seeing each of the three large towns, one may feel in need of a respite. After a quick look at Utrecht, 25 miles from Amsterdam, a possibility is Arnhem, along the Rhine 40 miles from Utrecht past the Grebbeberg. This, the scene of bitter fighting in 1940, now has attractive cafés and zoo. At Osterbeek the British war cemetery can be visited—a bitter reminder of the price paid in the unsuccessful attempt of the Airborne Division to secure the Rhine bridge.

Perhaps a short trip to Nijmegen—15 miles away—and the German frontier appeals. The following day a 100-mile trip can be made to Maastricht, in Limburg, a popular holiday centre and the most foreign of all Dutch towns, wedged between Belgium and Germany. Maastricht is indeed a medieval town of character. Nearby, the attractive hills of Valkenburg and Schin op Geul are worth a visit, as well as the woods where Germany, Belgium and Holland meet.

Northward via Eindhoven, the modern radio city of Holland, a good route leads across the heathlands of Brabant, with perhaps a small excursion to Turnhout, 20 miles from Tilburg. Just over the Belgian frontier, the town is as different from Holland as chalk from cheese. Breda, the old garrison town, fort and cathedral city, merits a visit.

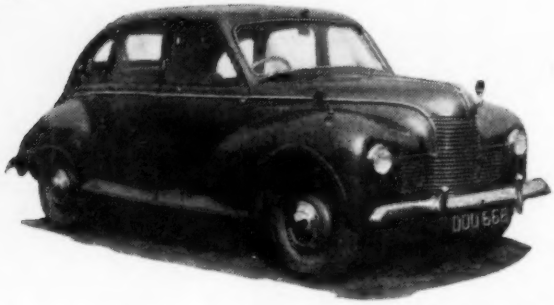
For a more detailed description of and guide to any of the towns, the local tourist bureau or "V.V.V." supplies masses of information free.

If any further argument is needed to sway the balance in favour of a Dutch motoring holiday, remember that gradients and gear changes are few, so that the average fuel consumption in our case rises to 50 m.p.g.

G. COX.

IN HOLLAND AND HOW TO GET THERE

PETROL COSTS 4s 1d (standard grade) and 4s 4d (premium). The official rate of exchange is 10.64 Gn per £1. Cars are conveyed by air from Southend to Rotterdam; single fares, according to car length, from £14 10s to £27, plus £7 4s for each passenger; also, by frequent sea services from Tilbury to Rotterdam or Harwich to Hook of Holland; single fares, £9 10s to £15 10s, according to car length, plus £4 3s for each passenger



The head lamps fitted to the Jowett are the early post-war type which have the side lamps incorporated in them. These and the radiator grille were modified a few months after this car was built

X-HAND MARKET GUIDE

Used Cars on the Road—123

1950 JOWETT JAVELIN

Basic price new		£695 0 0	
Total price new		£888 16 1	
Price secondhand		£385 0 0	
Acceleration from rest through gears:			
to 30 m.p.h.	6.8*sec*	*20 to 40 m.p.h. (top gear)*	9.1*sec*
to 50 m.p.h.	15.8*sec*	*30 to 50 m.p.h. (top gear)*	10.4*sec*
to 60 m.p.h.	24.6*sec*		
Petrol consumption	28-31 *m.p.g.*	*Mileometer reading (see text)*	3,256
Oil consumption	1,200 *m.p.g.*	*Date first registered*	*February* 1950

Provided for test by The Spur Garage, Ltd., Bushey Road, Raynes Park, London, S.W.20. Telephone: LIBerty 4852

IN spite of unfounded doubts in buyers' minds over the availability of Jowett spare parts in the future, the Javelin continues to be a popular car for which there is a ready demand on the used car market. Possibly this is because the model presents an unusually successful combination of fuel economy and comfortable accommodation for four (or six on short journeys), with a lively performance and good handling qualities.

This eight-year-old example continued to exhibit these characteristics, and proved to have stood up well—with some reservations—to time and mileage.

Early Javelins are known to have had a crankshaft weakness which was remedied on 1952/3 models, and in retrospect on many earlier ones. Modifications included nitriding and re-radiusing the shaft, and the fitting of lead-bronze bearings. The engine on this car turned out to be quite flexible at low speeds, and at high revs it became particularly smooth and unobtrusive. The overall gear ratio is low to the extent that 4,000 r.p.m. corresponds to only 62 m.p.h.; yet at this speed the engine seems very happy, and the car cruises at speeds around 70 m.p.h. with little engine noise.

Starting was good when warm, but poor when cold, full choke and many revolutions on the starter being necessary before it would fire, and careful manipulation of the choke was needed to keep it running. It would pull satisfactorily almost at once after a cold start but it warmed up painfully slowly, even with the whole of the front grille blanked off, and for as much as four miles of traffic driving from a cold start it would stall at traffic halts if the throttle was closed for a moment.

No noise is heard from the back axle, and the transmission is taut. However, there is a considerable noise from the gear box in the indirect ratios, particularly in bottom and second gears. Also, bottom gear tended to jump out of engagement, but the gear lever itself was positive and pleasant to use, and the synchromesh was effective. The clutch take-up was smooth.

Fairly light and very positive steering is a feature of the Javelin; good directional stability is another of the car's attributes, to which may be added cornering abilities almost up to sports car standards, and a very comfortable ride. The suspension layout is fairly conventional at the front by independent torsion bars; at the rear, instead of the familiar leaf springs of most British cars, the axle is located by trailing links suspended on torsion bars which are fixed inside the body horizontally across the width of the car: they can be seen when the rear-seat cushion is removed. Telescopic suspension dampers are fitted front and rear, and these have evidently been renewed fairly recently.

Excessive free travel of the brake pedal suggested that the brakes will need adjustment fairly soon, but in return for heavy pedal pressures they were reassuringly effective. The hand brake was an efficient and well-placed control.

A windscreen washer and two wing mirrors are the only accessories on the Javelin, but the standard equipment of the car—this example is a de luxe model—is comprehensive. It includes a picnic tray which fits on the back of the front bench seat, and is housed on the rear parcels shelf when not in use; folding arm rests on the front doors and both bench seats; a cigarette lighter; fresh-air vents low down on both sides of the scuttle; and a singularly ineffective recirculatory heater.

Once or twice on the test the clock stopped, and the left windscreen wiper spindle was slipping, but otherwise all of the car's equipment was in sound working order.

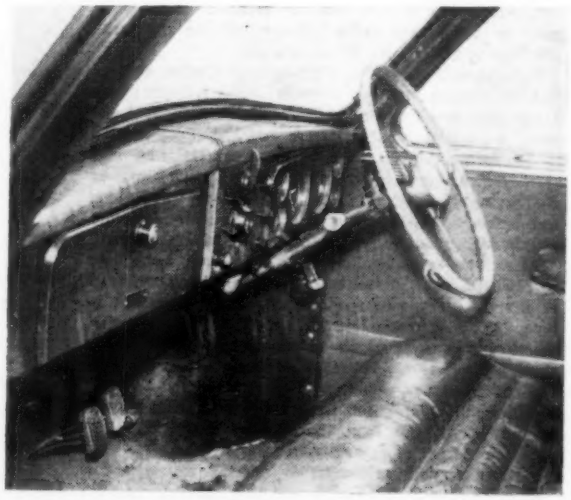
On the front wheels the tyres are nearly new—a Firestone and a Michelin remould; and on the rear wheels a Dunlop and a Michelin remould are nearly due for replacement. The tyre on the spare wheel is damaged. A jack and wheelbrace are all that is left of the toolkit.

Both inside and out the appearance of the Javelin is very much the average that may be expected for a car of this age. The external finish is in metallescent grey which is not without some chips and scratches at wing edges and body joints, but is mainly sound and shines well; and there is surprisingly little rust on the chromium.

Inside the car the solid wood facia is only slightly marked, and the carpets have lasted commendably well. The roof linings are grey and drab, and the imitation wood paintwork of the metal door surrounds detracts from the interior appearance. On the other hand the seats are in good shape; the red leather shows signs of wear but is still sound, and the cushions are commendably comfortable and have not sagged appreciably.

In addition to those already mentioned, there are one or two small but annoying faults on this Javelin: for instance, the pedals are very loose on the cross-shaft; the accelerator cable is stiff, making it difficult to control engine speed precisely; and the speedometer is erratic. There are also some features of the design and construction which detract from the general good impression formed by the car. Among these are the clumsy under-bonnet arrangement; the awkward position of the pedals to the left of the wheel arch, causing the driver to sit slightly at an angle; and the backrest of the front seat is too far from the vertical to give real support if the driver sits upright. On a long journey the driving position becomes decidedly uncomfortable.

In spite of these criticisms the Jowett gave the impression of being a car which perhaps may have covered a high mileage, but is nevertheless one to which some detail attention would result in a very sound used car purchase. The extent of underbody corrosion was very mild for the car's age, and it was noticed that the exhaust system had been renewed fairly recently. A particularly good feature was the way in which the whole car felt taut and well built; and there were very few body rattles.



Instruments set neatly in the facia in front of the driver include a clock, temperature, oil pressure and fuel gauges, and an ammeter; and there is a trip mileometer. The facia compartment is lockable

NEVER

start
something
you
can't
stop

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THINK ABOUT IT. Could you honestly say that, in an emergency, you could rely on your brakes to pull you up safely every time? Remember, brake linings wear so gradually that, until an emergency occurs, you don't realise just how bad your brakes are. Be sure, have them tested regularly and always insist on Ferodo Anti-Fade Brake Linings.

Macdonald Hobley agrees . . .

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R.A.C. RALLY

LADIES AWARD

MISS PAT MOSS & MISS A. WISDOM
MORRIS MINOR 1000

also 5 out of 8 classes

(Subject to official confirmation)

Follow the experts
ALWAYS ASK FOR
CASTROL
by name

WAKEFIELD Castrol MOTOR OIL

WINTER SUNSHINE lights the black-and-white fronts of old cottages lying in a little, cobbled byroad at Great Budworth, Cheshire

Correspondence

Long-life Battery

Seven Years in a Ford. The battery fitted to my Ford Prefect in November 1949, when it first left Dagenham, gave service until 1 October 1956. It is still quite surprising to find that the life of a standard component will extend considerably beyond what we usually expect.

Hayle, Cornwall. D. WOODWARD.

Woman at the Wheel

. . . But the Man Pays. We have been told by the market research departments of the various motor car manufacturers that the fairer sex exert a great deal of influence in the choice of the family car. This, no doubt, is true in the U.S.A. which is rightly called the "woman's paradise," and it is true also to some extent in this country.

The manufacturers' appeal to the ladies is very apparent from the various car advertisements—the latest model is invariably being admired by a delighted female—or else a slender feminine hand is shown operating a gear lever or steering wheel with finger and thumb, and so on. The variety of incredibly named colour finishes for most cars underlines the policy of selling and alas "designing" to the feminine taste.

Whilst in no way begrudging the ladies their hard earned "equality" status, let us remind the motor car manufacturers that by far the greater proportion of drivers are men, and an even greater proportion of maintenance and repair charges are met by the mere male. Away then, with these multi-coloured gadgets, floppy gear changes, spongy steering, sea-sick suspensions and worthless chromium ornamentations—if manufacturers must cater for the feminine taste let them offer two choices of each particular car, the "henpecked" model and the man's model. To the ladies who appreciate sound functional engineering, unadorned by boudoir frippery, my apologies and congratulations.

Jarrow, Co. Durham A. CHARLTON.

What of the Sunbeam-Talbot ?

"Last of the Real Motor Cars." In answer to PNC 512 ("What of the Sunbeam-Talbot?" 28 February), I would say —go ahead and buy a Sunbeam Mk. III (with overdrive).

For reasons of limited passenger accommodation in the rear seats, I quite recently sold my Mk. II coupé. I have now a second-hand Mk. III saloon. This is a beautiful looking and solidly built car. The driving position is almost ideal, with fully adjustable seating and all the instruments right in front of the driver. The long bonnet makes driving more restful (as one's

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Correspondence

speed is not accentuated by being able to see the road immediately in front of the car) and covers a lusty but smooth long stroke engine which has a reputation for very long, trouble-free life.

Yes, this is truly a delightful car to drive, but like all cars of character it takes time to master completely its handling. The wheels are large, the steering light, the brakes powerful and the engine revs low. The separate chassis construction eliminates body drumming and the whole car soon feels "part of the driver." All this, coupled with the car's immense solidarity, makes for fast, effortless and safe cruising.

The lack of quarter-lights is amply compensated by that fast disappearing but highly desirable luxury, the sliding roof, and by provision of twin ram ventilators.

Despite the small boot of the Mk. III and the rather cramped rear seats, there is no British car in production today (of comparable size) which I would prefer.

Indeed the Mk. III was the "Supreme Sunbeam," and how it managed to pass into obscurity with so little comment will always be a mystery to me. Surely, in years to come these cars will be much sought after as one of the last of the "Real motor cars."

Grimsby, Lincolnshire. D. A. HILES.

Pathfinder v Two-Point-Six

A Change for the Better? I wonder what first-hand knowledge or experience your correspondent, Mr. Campbell Kent, had of the Two-Point-Six Riley at the time he composed his "song of praise" to the Pathfinder (31 January)? The Pathfinder he described somewhat ambiguously as a "superb car which got off to a bad start." I quote further: "Just when these factors had been put right, the model was withdrawn." This surely indicates that the teething troubles were such that the adjective "superb" is not a particularly accurate one. The company must take great pleasure, however, from the fact that Mr. Campbell Kent was graciously prepared to accept the Pathfinder as a Riley Thus I fail to see on what logical grounds he writes off the present Two-Point-Six model as, comparatively speaking, a car of no possible interest to the enthusiast.

My own Two-Point-Six (my previous car was a Six-Ninety) possesses many of the Pathfinder design features with none of the troubles thereof. The power unit is lively and smooth, giving a road performance strictly comparable with Pathfinder standards, and, in my judgment, a good deal less obtrusively. The braking system, too (to which even the somewhat jaundiced *Autocar* Road Test Report gave high praise), is "out of this world" by comparison with the Pathfinder.

Finally, if your correspondent will take the trouble to check his list of ten suggestions with the Two-Point-Six specification he will find that six of them are already fully incorporated and that on the seventh (foot dipper switch) he is, of course, off the beam.

Kirby Muxloe, Leicester. M. H. ROWELL.

Preference—1929, 1935, 1948

Vintage Priority in South Africa. As I see it, for thousands of motorists the sole requirement of a car is to travel in complete comfort at minimum expense from point A to point B and when the inevitable fault occurs they drive into the nearest garage and say, "Please fix it. When will it be ready?" As for the instruments, the average modern car driver does not know what they are anyway, and when those little red lights suddenly come on he heads for home or the nearest garage.

I am a hardened lover of vintage cars, and the owner of a somewhat modified 1929 Triumph, a distinctly worse-for-wear 1935 Austin and an immaculate 1948 Chevrolet; preference of driving them goes in that order. All right, I know—I'm a crackpot.

Margate, Natal, South Africa. R. T. WOODHOUSE.

The Little More . . .

Acceleration a Safety Factor. Right behind your leader on Q cars on 28 February a magazine published a feature asking "Are These Cars Too Hot To Handle?" This demonstrates that engine conversions have not only made their appeal outside the comparatively small band of motoring enthusiasts, but are becoming known to people who are not motorists at all. Unfortunately they may gain the impression that a conversion is yet another lethal device for a speed-crazy driver.

Personally, I have no hesitation in explaining why I have an Alexander conversion fitted to my own small popular car. I could be termed an enthusiast, who regards good acceleration as important a safety factor as good brakes. How to reconcile that with family responsibilities which limit my purchasing power and make a true four-seater a necessity? My answer is a modest family car, plus a £40-£50 engine conversion.

Orpington, Kent. S. W. MORRIS.

FORETASTE of summer days—a Vauxhall Victor bathed in sunshine high among the peaks of Switzerland

Automatic Choke

Overriding Control, Hand Throttle. I, too, found that the automatic choke on my Jaguar remained in action unduly long (Mr. May, 7 March). I therefore fitted an overriding manual control and, except in the coldest weather, I cut out the choke as soon as the engine fires, leaving it to warm up at a fast tick-over of about 1,000 r.p.m. on the hand throttle (which I have also had fitted) with the bonnet rugged.

To my lay mind this seems an answer to the cold-start problem: minimal use of choke and rapid warming up, with oil (Multigrade) fully circulating, and no load on the engine. But I am no engineer and would welcome criticism from the more knowledgeable.

Cobham, Surrey. A. V. T. DEAN.

Radar Speed Meters

Criticisms Are Misplaced. Now that the police have started using radar speed checks, there have been many emphatic outcries, notably by the motoring organizations, who undoubtedly are conscious of their duty to protect the interests of their members.

Almost without exception, the complaints voiced are concerned with the alleged lack of accuracy of the instruments, and their susceptibility to outside interference. In spite of stories of jingling keys causing meters to indicate 100 m.p.h., I suspect that few people would deny that meters are sufficiently accurate under the conditions in which the police intend to use them—this has been adequately proved by tests. Undoubtedly the use of meters presents a serious threat to the habitual speeder, who relies on his prowess in spotting police cars and traps at a distance to keep him out of trouble, and he will possibly attack the latest developments to the last.

But to my mind all the criticisms are wholly misplaced. The fact is that many people speed, and under certain circumstances speeding causes accidents; how then can use of radar meters be any less ethical than speeding itself?

Universal respect of the speed limits everywhere will rapidly bring traffic virtually to a standstill. Only in comparatively few places is a genuine 30 m.p.h. limit necessary at all times for safety reasons, and there are hundreds of miles of roads which are limited to 30 m.p.h. for convenience only—wide roads with houses well back, where 40 or 50 m.p.h. limits would be safe. It is unfortunate that only along such roads, where vehicles are well spaced out, will radar meters be able to spot particular cars exceeding 30 m.p.h., while in dense areas, where speeding really is dangerous, the meters are useless.

Traffic today is enabled to move at the speed it does because a large proportion of motorists drive at what their common sense tells them is a safe speed, regardless of whether it is above

"Esso for Extra"

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ENDURANCE

in your tyres, too —thanks to RAYON

THREE punishing miles behind—another mile of head-wind to go—and stroke, is pushing up the rate. Above all, an oarsman needs *endurance*.

Your tyres need endurance just as much. They get it from their *rayon-cord* carcase.

Every time you swerve, brake, accelerate, rayon takes the strain. The tough rayon cords are there, under the rubber, in nearly every car, bus and lorry tyre.

Courtaulds scientists are improving tyre-cord rayon all the time. Before the war, a single strand took 21 lb. strain. The latest rayon cord, Tenasco Super 105, takes over 35 lb. strain—better, weight for weight, than steel.

Next time you buy tyres, ask your dealer to make sure they're RAYON reinforced. Only rayon combines such comfort, safety and extra mileage.

You're *safer* when you ride on RAYON!

COURTAULDS HIGH-TENACITY RAYON

THE WORLD'S LEADING TYRE CORD

"TENASCO" COURTAULDS HIGH-TENACITY RAYON

Correspondence

or below an existing limit. Queues of impatient motorists behind a 30 m.p.h. police car show what a potential strangler the thoughtlessly applied speed limit can be when it is rigidly enforced.

The answer, surely, is not the addition of radar speed meters, but the intelligent application of limits everywhere, with a view to speeding up the traffic rather than slowing it down.

Incidentally licence endorsements will now be much on the increase. Records of all endorsements are kept, and since the police are not entitled to examine the back pages of a licence, what is the purpose of branding them in this fashion?

Welwyn, Hertfordshire. J. P. HELLINGS.

Gear Ratios

Critic of the Sunbeam Rapier. In March, 1931, you published a letter from me criticizing the choice of gear ratios in a four-speed gear box newly introduced in a small car in place of the previous three-speed gear. I pointed out that there was less difference between second and third gears than there was between third and top. That letter excited quite a lot of correspondence, including a letter from the designer of the car who triumphantly pointed out that I was quite wrong because there was a greater *arithmetical* difference between second and third than there was between third and top!

Yet now, 27 years later, you announce particulars of the new Rapier II (without overdrive) with gear ratios of 4.56, 6.79, 11.26 and 14.51 to 1. Here the drop from top to third is rather great, that from third to second much too great, and that from second to first much too small. Assuming that the makers are satisfied that top and bottom gears are correct, then I suggest that second and third gears should be about 9.0 and 6.25, thus giving a fairly progressive increase in engine revolutions with each change down from top, at a constant road speed. As to the overdrive model, how many drivers want seven speeds? Personally I would much prefer a four-speed box with well-spaced ratios, with an overdrive top for favourable conditions.

London, W.3. V. G. P. WILLIAMS.

Magnette in America

"Pleasant Handling, Comfortable Seats." I have been interested in the recent comments of some readers that the smaller English cars cannot keep up with U.S. traffic, and the rebuttals. For two years I operated a 1950 Morris Minor, with the side-valve engine. While always a delight to drive, it would not keep up with highway traffic in the midwest and west, which cruises at 55-65 m.p.h.; and it required a valve job every 10,000 miles—8 grinds in 85,000 miles.

In June, 1957, therefore, finding myself stationed in the desert of Idaho, I traded the Morris for a 1955 M.G. Magnette ZA. This I have now driven 17,000 miles, including two round-trips to the East Coast, one of them via the trans-Canadian highway. It cruises at 60-65, but not comfortably, due to the ridiculous 4.88 ratio. It promises to require a valve job about every 15,000 miles. Incidentally, when I had to replace three burnt exhaust valves I found them exceedingly difficult to locate even in Syracuse, New York (my home, which boasts several M.G. dealers), and had to drive 60 miles to Utica.

The Magnette averages 23-24 m.p.g. (U.S.) at 60-65 m.p.h. (true); harder driving reduces this to 20-21; driving lightly I have reached 26-27. Apart from the valves, I have had no trouble other than having to replace a starter armature. Aside from pleasant handling, the most endearing feature of the car is its comfort. On the last trip East I travelled one way with three in the car, returning with two. To average 800 miles a day (we took 3½ days each way, about 2,600 miles) we had to spend long hours in the car, sometimes driving 30 hours at a stretch, once 40. We were unanimous that we had never experienced such comfortable seats, back and front, but especially in front.

In temperatures down to zero Fahrenheit, the heater permitted comfortable driving without a coat; and that was with a 160 deg thermostat. Recently I fitted a 180 deg thermostat to avoid having to install and remove a radiator cardboard with every change in the weather, and the heater can make the car an oven.

To make the car ideal for cross-country driving—as it already is for local and mountain driving—I would suggest only two things—not only the slight reduction now standard in the drive ratio, but a factory optional overdrive available in the U.S. And secondly, an optional reclining device and headrest for the passenger front seat. This is simple to devise and is available on the Borgward and on the Simca hardtop; why not on the Magnette?

Idaho, U.S.A. JOHN P. MANWELL (1/Lt, U.S.A.F.)

Post-Vintage Sports Cars

An Opportunity to Compete. In reply to Mr. J. W. Lane (7 February) I would point out that this club organizes each year three race meetings, a speed hill climb and numerous trials, rallies and driving tests and so on, open to post-Vintage thoroughbred cars.

As regards special classes at "Open" events, I feel that the very classification of "Open" means that anyone with a current competition licence can compete with his car in the appropriate cubic capacity class, whatever the age of the car. There are at some "Open" events special classes for Vintage and/or Bentley cars but these are organized by the promoters, not the clubs concerned, and, in my view, are hardly part of the Open competition.

If Mr. Lane's car is a particularly potent one, the open event should suit him, but if he feels outclassed there, then surely some of our race meetings, with scratch and handicap races should cater for him?

T. W. CARSON, Secretary,
Newbury, Berkshire. Vintage Sports Car Club.

Light Patterns

A Confusion of Head Lights. Brian Carroll (21 Feb.) asks if anyone has mis-interpreted "light patterns" in night driving. I was about to overtake at the bottom of a hill one night when I observed two sets of head lights coming towards me down the hill. The lower set apparently belonged to the nearer vehicle; I judged this to be a safe distance away and was about to go on with my overtaking when I suddenly discovered that the upper set of lights belonged not to a more distant vehicle as I had assumed, but to a nearer vehicle. It was a huge lorry and was at the top of the hill; the lower set of lights was that of a following car about to crest the hill and visible to me through the lorry's ground clearance. The mistake was short-lived and perhaps was not too dangerous, but it was unbelievably startling.

Downpatrick, Co. Down. M. P. STARKEY.

"KEEP ON PLUGGING FOR BETTER ROADS"

Purchase Tax Monstrously Punitive. To judge from your Correspondence columns, you have numerous American readers; perhaps you will not object to hearing the opinions of one more:

Keep on plugging for better roads. We have never had the pleasure of visiting your country, but we have seen, time after time, the advances in economy which occur to a community when narrow, congested roads are replaced by four-lane thoroughfares with planned access. The motorist and the commercial carrier do not object to paying for better roads; the recent toll turnpikes built by many States here have been remarkably successful, and show a good financial return.

While on the subject of finance, we do not understand at all your Purchase Tax; naturally your economy demands heavy taxation at the present time, but such a monstrously punitive tax on the purchasers of new vehicles must restrict the sales (and so the capital expenditures for expansion) of your automotive industry, which, even though so handicapped, seems to be doing so well in bringing in dollars and other foreign credit to your government.

When advocating bigger and better main highways, do not settle for anything less than four-lane roads, preferably with some sort of turf or other division in the centre. Avoid at all costs the three-lane road, no matter what fancy system of painted lines are used to control the traffic thereon. These three-lane roads have been used in New Jersey for years; they were considered a great improvement over the two-lane roads when they were put in, some time between the wars. I have driven thousands of miles on them recently under post-war congested conditions, and can testify that they are death-traps, nothing less.

We have noted with interest the letter to you from Mr. Manson Peter Dillaway of Saratoga, California, published in your issue of 17 January [advocating higher performance for small cars.—Ed.]

We hope your auto manufacturers have also taken notice of it; it is excellent advice.

D. J. W. MCCARTHY,
The Marine Research and Development Corporation.
Palm Beach, Florida, U.S.A.

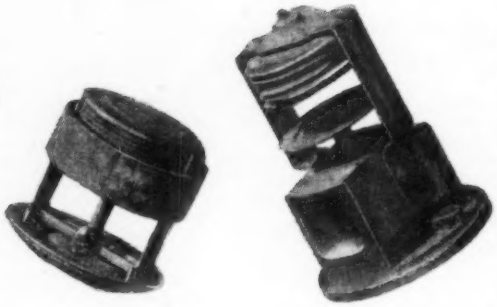
HOW THEY WORK AND HOW TO LOOK AFTER THEM

Part · 3

The Radiator:

Scale and Corrosion

This continues a short series of articles requested by new-motorist readers who wish to look after simple service and maintenance themselves, and to know more of the way in which components work.



Blocked and inoperative thermostats are a casualty of corrosion and deposits

NO motorist needs an explanation of the purpose of a radiator in the cooling system, and he will have been able to observe its construction—layer after layer of cooling fins in strip form, through which pass innumerable little pipes. The total surface area of fins and pipes exposed to the airflow is enormous.

Rust is not a threat, for there is no iron in a radiator, but scale—mineral deposit of limestone and so on, from hard water—is a remarkably effective insulator. Quite thin scale interferes with the heat transfer from water-to-metal-to-air. Proprietary descaling compounds will dissolve such a deposit, but only if it has not so built up as actually to block the little tubes.

In hard water districts one might use rain water, but this, if it comes off sooty roofs in town, and in the country, too, if the house has chimneys, is likely to be acid and corrosive. Water supplies from moorlands may also be acid, though to a less degree. Corrosion inhibitors are useful in summer, and there are good proprietary ones, but the owner himself can do much to help avoid both scale and rusting of the water passages in the engine block. He should not overfill the radiator, so that the water when hot is expanded up to the top of the neck, causing frequent overflow of anti-freeze mixture or "de-scaled" water and consequent topping up with "scaley" new water. He should not tolerate leaks, for if he can run on the same hard water a long time, it will deposit a little scale initially but then cease to do so. Clean rain water, collected outside industrial areas, is better for radiators than hard tap water.

But corrosion is the main enemy. Modern engines have more power and heat, with smaller cooling systems doing greater work because of more vigorous circulation and better heat-exchange, all of which speed up chemical reactions.

Rust and other corrosion products or deposits tend to build up until they break loose and cause local blockages. The thermostat bellows can be one casualty through blockage, and water pump blades can be eroded rapidly by corrosion. The radiator itself, with its very thin metal, has little margin for erosion.

An imperfect cylinder head gasket permitting blow of burnt gases into the water, increases the corrosion rate immensely; here especially the case for corrosive inhibitors is a good one. In summer, corrosion- and scale-inhibiting compound may be added to the water, but in winter the anti-freeze does the same job with its built-in inhibitors. Why not, therefore, leave in the ethylene glycol anti-freeze all year round?

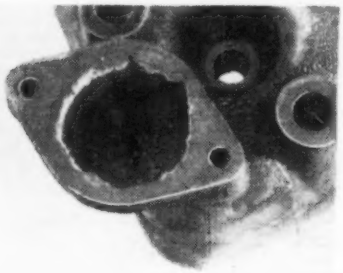
You should not do so for too long because the corrosion inhibitors, in doing their work, gradually exhaust themselves, and the ethylene glycol itself can then become corrosive. Moreover, in time, ethylene glycol breaks down and becomes glycolic acid, which is not only corrosive to metals but also not good anti-freeze. This breakdown is caused by oxidization, from the churning of air within the header tank into and around the water system. Local hot-spots in cylinder heads always exist, and the breakdown is fast at such points.

Hot water has been made to appear as an enemy of the radiator, so at this point we must remember to think of it as a friend in other matters. Cold water speeds up combustion corrosion in the cylinders, it keeps the engine too cold to steam off condensed petrol and watery acid from the sump, and it worsens fuel consumption, so we should still keep our engines running good and warm in winter. Engines are more important than radiators!

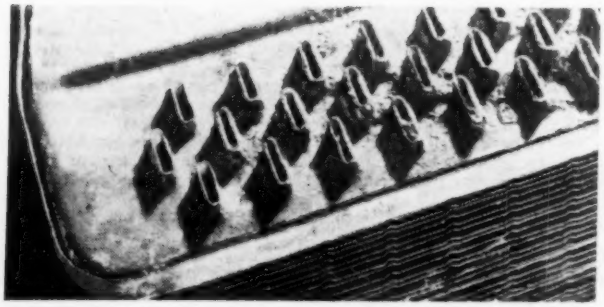
If you have stopped leaks so that topping-up is not needed in winter, one charge of anti-freeze will see you through from October to May in England. If you find you have to top up rather frequently you should have a check on anti-freeze strength with the aid of the special hygrometers which good garages have.

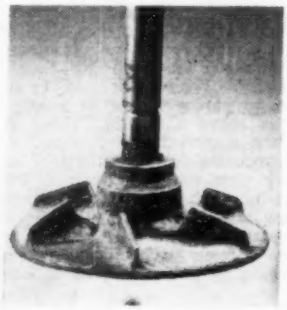
In spring the radiator should be drained, flushed, filled with clean water and a charge of corrosion inhibitor added. If there is much scale and rust, this is the occasion for a clean-out with flushing compounds. When a radiator is cleaned, it should have a "reverse flush"—that is, the connection of a power hose to the bottom radiator outlet so that the water flow is the reverse of the usual direction, to carry away any dirt that the normal flow has lodged in the tops of the radiator tubes.

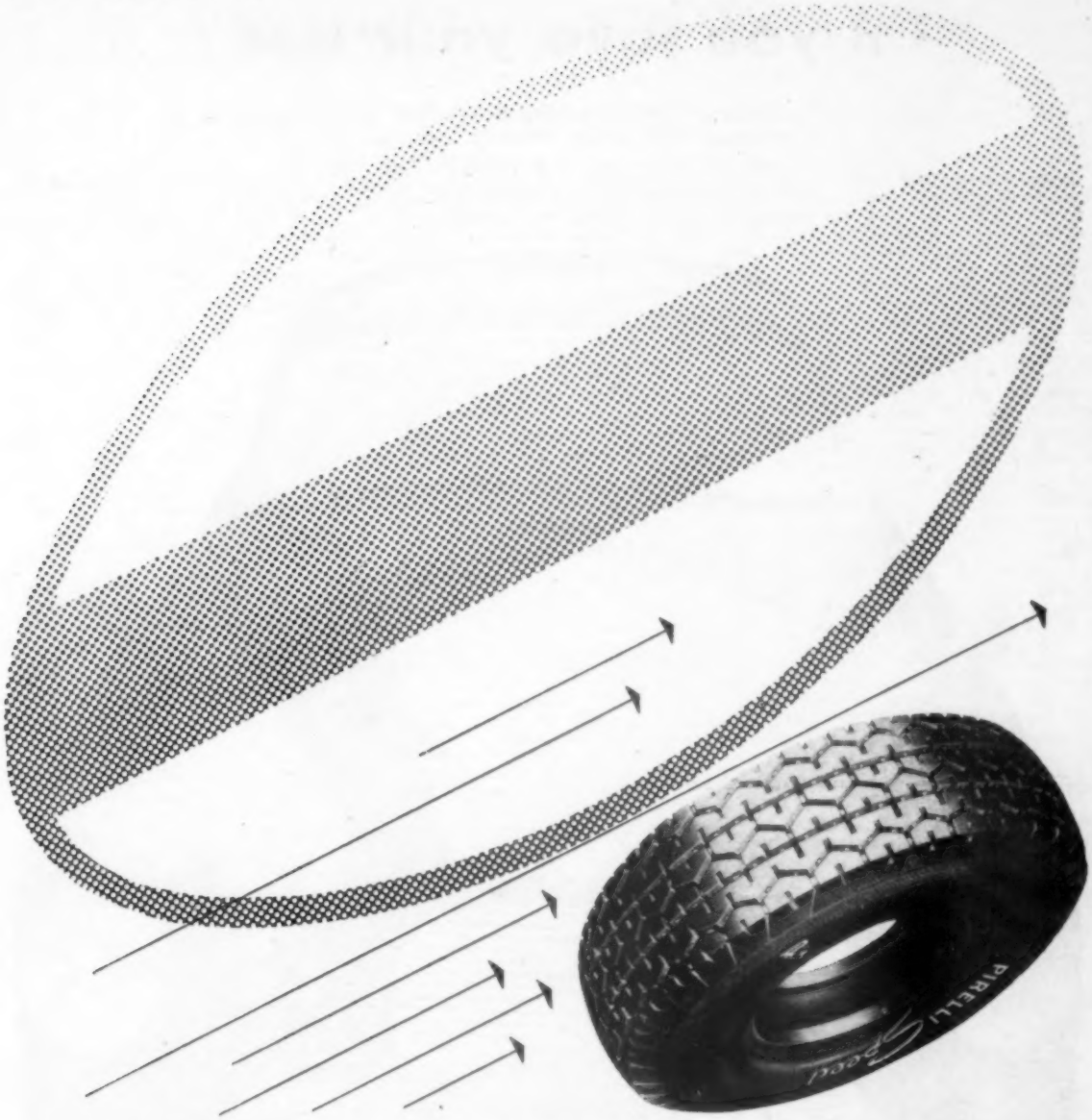
During the summer you should top up, not before starting out, but after a check when the engine is hot and the coolant has expanded—perhaps during a call at a garage for petrol.



Extreme examples of corrosion in the castings, radiator and water-pump impeller of an engine which has seen long service







BUILT TO MOTOR AT 2 MILES A MINUTE!

At between 85 and 120 m.p.h. tyres are subject to stresses of an entirely different order from those which operate at slower speeds.

The Pirelli Speed is a road tyre incorporating many of the tread and carcass characteristics which make Pirelli racing tyres so overwhelmingly successful. It withstands the high stresses and temperatures imposed by fast cornering and hard braking, and its tread pattern gives the optimum combination of long life and tenacious road holding.

Owners of sports cars and fast saloons will be well advised to fit Pirelli Speed tyres on all wheels at the earliest opportunity.

PIRELLI

Speed

323

If you love your car

. . . you will always keep it beautiful with SIMONIZ WAX polish. That is the way to care for your car, to protect it from sun and rain, to keep it always in shining beauty.

SIMONIZ KLEENERS

are specially made to prepare your car's surface for Simoniz Wax. Use Simoniz Liquid Kleener—or Paste Kleener if your car is very dirty or discoloured.

SIMONIZ PRODUCTS SHINE AND PROTECT

VEHICLE INSPECTION

Some Results of a Survey Conducted by the Road Research Laboratory

THE TOPICALITY of a recent paper presented to the Institution of Mechanical Engineers* arises from the provision in the Road Traffic Act, 1956, for compulsory inspection. The Road Research Laboratory, charged with the task of assessing the value of compulsory inspection, gave special attention to the methods by which these tests could be carried out, and the suitability of various types of equipment.

The authors of the paper emphasize that the safety aspect is the essential mainspring behind the investigation, and add that many other countries already have compulsory examinations. In the U.S.A. some 16 States check on 25 per cent of America's vehicles. The United Kingdom, too, is among countries with checks on public service or goods vehicles.

Benefits suggested from the adoption of compulsory inspection include a reduction in the number and severity of accidents, and some decrease in maintenance costs resulting from early diagnosis of faults. The testing station at Hendon was used as one of the most important guinea-pigs in the compilation of data. With cars of ten years of age or more, no fewer than 83 per cent had badly aimed head lamps, 43 per cent had some fault in the steering mechanisms, 11 per cent could not produce 40 per cent braking efficiency, and a further 45 per cent had other faults in the braking system.

Newer cars proved to be in better condition but, even so, 61 per cent required head lamp adjustment and 18 per cent had excessively worn steering. The newer cars were much better in the matter of brakes, less than 1 per cent failing to produce 40 per cent efficiency. The reason for the marked difference in the number of cars in each group with badly aligned head lamps is put down largely to the modern flush-fitting lamp being more rigidly mounted than the older type, and less likely to be knocked out of alignment accidentally.

An unofficial check was carried out also on commercial vehicles on the road near Oxford. It was found generally that their condition from the safety aspect was, on the average, even worse than that of cars, and there were even greater discrepancies in braking efficiency.

In their paper the authors emphasize that compulsory inspection, if adopted, should include all classes of vehicles. The official statistics for 1955 regarding accidents causing personal injury prove the case. The percentages of each class of vehicle involved in personal injury accidents was: motor-assisted cycles, 4.3 per cent; pedal cycles, 3.2; commercial vehicles, 2.9; motor cycles other than the "motor-assisted cycle" class, 1.8; cars and taxis, 1.6; and public service vehicles, 1.2. Accidents per million vehicle miles were: cars 4.0, then goods 4.1, public service vehicles 5.3, all types of motor cycles 15.0, and pedal cycles 52.0.

The authors claim that the official Ministry of Transport figures relating to vehicle defects as a cause of accidents are misleading. The Ministry said that in 1955 3.3 per cent of accidents involving personal injury were due to faults in vehicles, and 1 per cent to dazzle. However, the authors point out that, for example, vehicles with poor rear lights were hit from behind at night six times as often as those with good rear lighting systems. They say that if all vehicle rear lamps were up to the highest standards, accidents would be down by some 2 per cent from this alone.

Investigation into data provided by other countries has satisfied the authors that compulsory inspection does have desirable results, including a generally higher standard of maintenance.

The authors of the paper go on to discuss the apparatus required for testing vehicles, point out the difficulties of using a platform type of brake testing machine, for example, and describe many pieces of apparatus, including proprietary items such as Tapley meters and the Mintex decelerometer. They discovered that there was no apparatus on the market to use as a standard for checking play in the steering, but developed a rig by which a given amount of torque could be applied to the wheel, and the resulting wheel movement measured. During this test the front wheels of the vehicles concerned were, of course, securely held. The comments on the different types of apparatus are largely of importance to the garage men who use it, but there were one or two aspects of wider interest.

Of eight types of head lamp testers, the results varied considerably. Repeated measurements were taken by five observers, and the amount of deviation in the results was checked. For vertical aim, which is naturally more important than horizontal aim, only the multi-cell Weaver produced negligible deviation; this machine was the type working on a track, rather than the model known as the Weaver Electric Eye. However, in second place, so to speak, came the Electric Eye, jointly with a Lucas tester.

The authors viewed the equipment not only with regard to its efficiency but also giving weight to the importance of having, as far as possible, a standardized time for each operation. If one or two minutes were spent on steering, tyres and head lamps, for example, it would throw the test routine out of gear if braking checks took double or treble that time. They pointed out also that the standards to be used when testing is first introduced might have to be determined by the capacity of garages to deal with the volume of adjustment and repair work generated by the test procedure, and also by the test equipment available.

At the Hendon testing station it was shown that four out of five vehicles over ten years old needed adjustment to head lamps, two out of five required repairs to steering, and two out of five, repairs to suspension systems. As vehicles over ten years old number some 2½ million, there might be difficulty in carrying out the necessary repairs quickly, should high standards be imposed immediately.

Once this initial problem is overcome, it is suggested that the vehicle examination itself would present no serious problem; the difficulty would be to determine limits on agreed grounds of safety for play in the steering, stopping power and balance of brakes, the aim and intensity of head lamps, and the intensity of rear lights.

An example of the difficulties is revealed by comparing results of different testing stations. The examiners at Hendon judged steering back-lash to be excessive if it exceeded four inches. In Pennsylvania examinations, however, back-lash must not exceed 2½ inches. But there is no evidence to relate either figure to the safety of the vehicle and the best that could be done would be to achieve agreement on an arbitrary figure by consultation between vehicle experts.

* "Inspection of Vehicles for Roadworthiness, with Special Reference to Methods and Equipment," by G. Grime, O.B.E., M.Sc., and R. D. Lister, B.Sc.(Eng.), A.M.I.Mech.E., A.M.I.C.E.

COMING SHORTLY

MARCH 21-22.—Cambridge University A.C. Welsh Rabbit trial, Church Stretton, 10 p.m.

22.—Sebring 12-hour sports car race.

22.—R.A.F.A.M.C. Spring navigation rally, Horsmans Garage, on A550 at Queensferry, near Chester, at 7 p.m.

22.—Sheffield and Hallamshire M.C. night navigation run, Beauchief Hotel, 7 p.m.

22.—Rochester, Chatham and District M.C. Bills Trophy rally, Bell Inn, Bredhurst, 7.30 a.m.

22.—S.U.N.B.A.C. Colmore car trial, Broadway, 9.30 a.m.

22-23.—Burnham-on-Sea M.C. Third Wessex rally, Winscombe, Somerset, 9.30 p.m.

22-23.—Sporting Owner Drivers' C. Rallye Dubonnet, Luton Motor Co., The Square, Dunstable, Bedfordshire, 10 p.m.

23.—Thames Estuary A.C. Anniversary rally, Army and Navy Hotel, Chelmsford Essex, 10.30 a.m.

23.—Falcon M.C. March Hare trial, Hatfield and Royston, Hertfordshire, 11 a.m.

23.—Horsham and District M.C. and L.C.C. Spring rally, Horsham, 10.30 a.m.

23.—West Essex C.C. national speed trial, Snetterton, 10.30 a.m.

23.—Tunbridge Wells M.C. fifth annual spring meeting, Brands Hatch, 12.30 p.m.

23.—Alvis O.C. Chiltern rally, Red Lion Hotel, Aldenham, on Watford by-pass, at 10.30 a.m.

25.—North Staffs M.C. Evening rally, Leeses Garage, Barlaston, 7 p.m.

29.—B.A.R.C. members' meeting, Mallory Park, 2 p.m.

29.—Wirral M.C. sprint trial meeting, Rhydymwun, near Mold, 1 p.m.

29-30.—Maidstone and Mid-Kent M.C. Hooper night navigation rally, Tudor House, Bearsted, near Maidstone, 9 p.m.

29-30.—Exeter M.C. Rally of the Moors, Exeter, Plymouth and Taunton, 8 p.m.

29-30.—B.A.R.C. (Yorkshire Centre), All Fools' rally, Red House, Cafe, on A658, near Pool-in-Wharfedale, 9.01 p.m.

29-30.—East Surrey M.C. Martini Rally, T.A. Headquarters, Marlpit Lane, Coulsdon, 8 p.m.

30.—Jaguar Drivers' C., sprint meeting, Brands Hatch, 1 p.m.

30.—Mid-Thames C.C. hill-climb, Harleyford, near Marlow, 9.15 a.m.

30.—Snetterton Spring race meeting, 2 p.m.

30.—Anglia and Prefect O.C. Anniversary rally, Denham-Slough Road, 10 a.m.

30.—Middlesex County A.C. Know Your London run, Outer Circle, Regents Park, 2.15 p.m.

7 APRIL.—Goodwood meeting.

7.—Mallory Park meeting.

13.—Syracuse Grand Prix, Italy.

19.—Aintree meeting.

GERMAN MINIATURES

ADVANCES IN DESIGN HAVE ORIGINATED FOUR-SEATERS ABLE TO CRUISE AT NEARLY 60 M.P.H. ON ONLY 600 c.c.

IN the engine capacity scale of cars manufactured by the European motor industry, a definite downward trend has been observed for some years. While big-capacity engines become scarcer, new and smaller models are added to the range every year. Reasons for this development are increasing taxes, the rising cost of living, fuel costs, labour, raw materials and, last but by no means least, the progress of research and design, permitting more and more power to be extracted from an engine of given swept volume.

Today there are few car engines in production on the Continent with a capacity exceeding three litres. On the other side of the scale, engines which by their capacity were regarded a few years ago as mere toys, today propel little cars which are fully up to the task of transporting four adults and their luggage over Alpine passes as a matter of routine.

Much has been done, especially in Germany, to develop the small and economical car, and a wealth of experience has been collated on the design of such vehicles. Much of this knowledge has been gained the hard way, and today it appears that makers who are unable to "read the signs" will fall by the wayside.

Until a short time ago, a car powered by a 1,000 c.c. engine was regarded as small. At least in Germany two definite categories of vehicles may be discerned below this capacity—small cars with 600 c.c. engines, and minicars or "Scooter-mobiles," as they are called.

Economy and Efficiency

Current taxation rates, insurance, and tax refunds for mileage covered between home and work, have specially favoured the 600 c.c. engine in Germany. On the other hand, experience has shown this capacity to be the lowest which permits design of an efficient engine, sufficiently lightly stressed to permit good reliability with the use of relatively cheap material, and torque characteristics which provide the desired degree of flexibility.

In the 600 c.c. class there were but two competitors in the market last year—the rear-engined Fiat from Italy and the f.w.d. Lloyd. These have been joined by the 600 BMW, the NSU Prince, the T600 Goggomobil and possibly the DKW—still subject to some speculation.

There is evidence that the 600 may well become the car of the coming years. Smaller vehicles may appear more economical at first glance but, in the long run, a highly stressed small engine—especially if it is a two-stroke unit—will use at least as much fuel as a four-stroke engine of twice its capacity if pressed, and it will usually wear out more quickly. The man who buys a small car is usually a first owner, and could not be expected to be a technical expert. It is, therefore, fair to demand that the engine of a small car shall run for 50-75,000 miles before an overhaul becomes due and without need for much attention.

The ultra-small vehicles—"Scooter-mobiles," bubble-cars and the like—are, it appears, a passing trend. At least two of the important manufacturers of small vehicles in Germany, the Bayerische Motoren Werke and the Hans Glas company, have realized this and adjusted their manufacturing programmes accordingly. Said Hans Glas, shrewd boss of the Goggomobil empire: "According to the present know-how of automobile design, the purchaser of a small car can and will demand a vehicle that is a full-fledged automobile with regard to its performance, reliability and good looks.

"The experience of the last 40 years shows the 'genuine automobile' to have the best chance for a favourable acceptance by the buying public. Putting this conviction into practice, we designed the new Goggomobil T600. . . ." This opinion is doubly significant as it comes from a man who built and still builds minicars with 250, 300 and 400 c.c. engines.

Technical Trends

In technical design the four German 600 c.c. family cars have much in common. All have two-door saloon bodies seating four, air-cooled, twin cylinder four-stroke engines with overhead valves, and independent suspension all round.

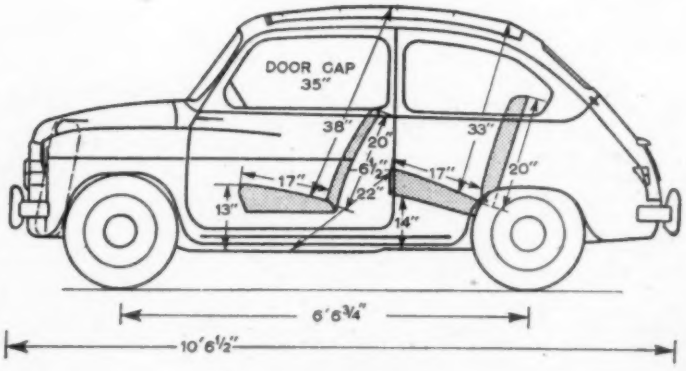
The NSU parallel twin engine and the BMW's flat twin are both rear-mounted and drive the rear wheels. The Goggomobil's flat twin and the Lloyd's parallel twin are both installed at the front. But whereas the Lloyd has front-wheel traction, the production Goggomobil will most probably drive its rear wheels. Power output in all cases is 19-20 b.h.p. at 4,500-4,800 r.p.m., with the modest compression ratio varying between 6.5 and 7.2 to 1. All four engines develop their maximum torque of 28-29 lb ft around the middle of their power range—at 2,300 to 2,500 r.p.m.; maximum speed in all cases is around 60 m.p.h., and all are designed to give full power for long periods, so that they may be able to run at or near their maxima on the *autobahn* over long periods without harm.

It should not be difficult to extract considerably more power but, at least in Germany, power has been limited to just below 20 b.h.p. in the interests of staying within a certain insurance class, outgrowing of which would involve a higher premium. Engines with a higher b.h.p. output may be expected in cars destined for export.

It is interesting to notice that the two-stroke engine, which for many decades had been regarded as the typical German answer to the small-car problem, has definitely fallen from public favour. If one of the reasons for this phenomenon is the "cheap exhaust noise," another certainly is the economy aspect. The two-stroke may be more economical to manufacture and service, but the saving on this account is soon outweighed by the higher cost of running. Not only is the two-stroke less economical on larger throttle openings but, because of the total loss lubrication system, oil costs alone militate against the two-stroke in the long run.

It is significent that the hitherto largest manufacturer of two-stroke engined cars, the Lloyd Motor Company, dropped their 400 c.c. two-stroke line in favour of a 600 c.c. four-stroke engine, despite having developed an entirely new and quite promising 400 c.c. two-stroke car engine giving 17 b.h.p. Careful comparisons show that the 600 c.c. engine leads the economy race from roughly 20,000 miles onwards.

As to shape and finish of the small car, the same phenomenon so apparent in the middle class of vehicle may be observed—there is hardly a market for an



Best-selling Italian rival—the Fiat 600 compares most closely with the NSU in mechanical layout

"austerity version." Time and again manufacturers have tried to market a "standard" version devoid of chromium embellishment and equipped only with the barest essentials. Without exception the so-called "popular" model never lived up to this name, and did no more than provide its manufacturer with the opportunity to quote an attractively low price for a basic model in his literature.

Mr. A. V. Erage knows what he wants—as experience in Germany plainly shows, this is a genuine four-seater saloon with sufficient room for luggage. The car must be able to cruise at 60 m.p.h., fuel consumption is expected to come in the region of 50-55 m.p.g., and the low-speed torque must be good enough to eliminate the need for continuous fumbling at the gear-shift. Suspension must be quite soft, either with the driver alone aboard or the car loaded to capacity, and it should look like a car and behave like one.

Business Background

There are further reasons why the small-car trend has developed faster in Germany than elsewhere. One of the more important has been the speedy decline of motor cycle business, attributable in part to economic recovery, traffic problems, taxation and several other angles. If we compare the decline of the two-wheeler and the increase of the small car (up to 650 c.c.) on the basis of 100 per cent for 1953, the shift is apparent:

	motor cycles		small cars (up to 650 c.c.)	
		per cent		per cent
1953	440,400	100	22,900	100
1954	390,000	88	35,250	154
1955	304,700	69	89,200	390
1956	231,300	52	135,900	593
1957	not yet available		166,300	728

In German car production small cars amount to approximately one-fifth of the total already. If it is realized that about one-third of all cars sold inside Germany are Volkswagen, the important position of the small car becomes apparent. It should not be overlooked, however, that behind the four 600s stand modern and powerful factories, so competition is going to be strong; home sales of 600s may be expected to rise quickly, as well as the efforts to conquer foreign markets for these cars.

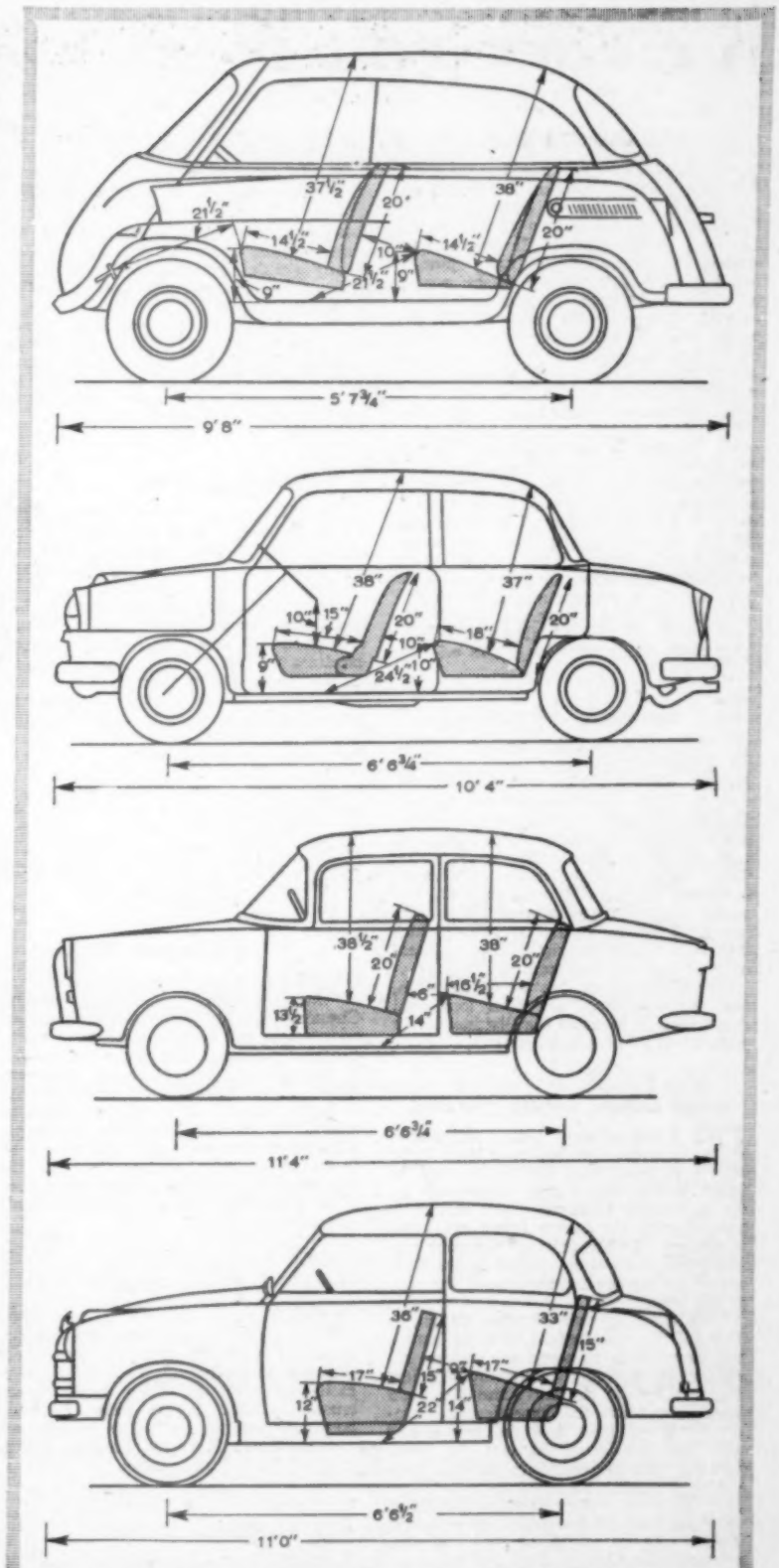
Small Cars Popular

The German home market can definitely absorb quite a number of small cars. The sales figures of the two chief contestants mentioned earlier are sufficient proof of this contention—Lloyd's sold roughly 45,000 cars in Germany in 1956 and again in 1957, and Fiat increased the sales of its 600 from 12,000 in 1956 to 20,000 last year. Favourable purchase terms, good service and cheap replacement units will eventually decide the race for public favour.

Small-car manufacture no longer appears to be a playground for the "assembler" and limited producer; competition will force manufacturers to produce all parts and components in a really rational way on up-to-date machinery, to be able to keep up with their competitors. This, of course, involves huge investments for tooling and mass manufacture.

Only time will show if all companies at present embarking on small-car manufacture will survive; certainly the battle is going to be a hot one.

O. G. W. FERSEN.



Vital statistics of German small cars—top to bottom, BMW, NSU, Goggomobil and Lloyd. The drawings are not to the same scale

Accessories

Cutaway drawing of the Plattina wrench shows the rack-and-pini n action

Pressure Oil Gun

A CONTINENTAL pressure oil gun, the Reilang, is being distributed in the United Kingdom by Step Industrial Equipment, Ltd., Potten End, Berkhamsted, Hertfordshire. It has an ingenious arrangement of twin pumps which ensures full oil feed to the nozzle in whatever attitude the gun is held—a valuable feature with modern cars in which access to oiling points may be difficult. This is achieved by providing two intakes, one on an arm which swings at the bottom level of the cast aluminium container, and the other high in the neck.

Container height of the model examined—smallest in the range—is 4½in and diameter 2½in; overall height is 11½in. The nozzle tube is of brass, and the gun is operated by a convenient finger trigger; there is adjustment for oil pressure and rate of flow. The quality of workmanship of the pump is high. Tested with both light and heavy oils, the gun gave fully satisfactory operation down to the last spoonful in the container. Prices are —one pint £1 17s 6d, three-fifths pint £1 12s 6d, two-fifths pint £1 7s 6d.

Universal Wrench

A CONTINENTAL wrench which automatically grips nuts of any diameter between 1¼in and ½in, and by built-in rack and pinion mechanism tightens its hold as pressure is applied, is being marketed by Automobile Plastics, Ltd., 62, High Street, Barnet, Hertfordshire. It is stoutly made of chrome vanadium steel and is well finished; the model examined was coveted by all who saw it. The jaws are lightly serrated, and they were found to grip tubes as powerfully as they did hexagons.

Overall length of the wrench is 8¼in, and the jaw faces are 1¼in long and $\frac{5}{16}$in wide. It is called the Plattina, and it costs £1 4s 6d plus 1s 6d postage.

Lund Lamp, Latest Version

THE Lund driving lamp, introduced some years ago, has now been fitted with a patented lens having two sets of fluted prisms joined at a single step on the horizontal diameter. The fluting is tapered, with the narrow (clear light) end at the top. In the previous design it was found that some stray upward beams were caused by the horizontal steps of the nine prisms used.

This lamp, a twin-filament design, is intended for use instead of head lamps, and particularly to avoid the sudden reduction of visibility caused by dipping. The top half of the lamp and the main filament provide the long-distance component of the light, and the bottom half with the subsidiary filament the wide, diffused light path directly ahead. With a 12-volt supply, the wattages are 48 and 24. There is independent switching of the filaments, but the nature of the beams is such that no action is called for when meeting other cars.

Tested on a wet night, the lamp provided a good driving light for all normal speeds. In opposition, the light source was bright if looked at directly, but not dazzling, and the cut-off was good. If two lamps are used it is desirable to extinguish one for dipping, as the absence of any visible indication of action tends to cause flashing back. The setting should be straight ahead.

Lund lamps are distributed by E. K. Lund and Co., 134, Preston Road, Coppull, Lancashire, and cost £5 complete with ancillary details. The finish is chromium; overall diameter is 7½in, with a front-to-back dimension of 3½in.

Latest version of the Lund driving lamp, showing the new lens with a single diametrical step. Fluting of the lens of the Lund lamp topers from bottom to top

Bodywork Filler . . .

AMONG the pioneers in supplying resin-bonded glass fibre kits for car repairs, Automobile Plastics Co., Ltd., 62, High Street, Barnet, Hertfordshire, also produce kits of quick-setting filler for bodywork. Recently they have modified and improved the filler, and a sample submitted for test was found to give excellent results.

Mixture of the powder and resin ingredients produced a paste which was strongly adherent to rusty metal, and was more "buttery" than before, so that it was easy to spread it and secure a good surface. It set bone-hard in a few minutes, and quickly sanded down to a smooth, light grey finish ready for painting, without loading the sanding disc through surface tackiness. The filler is supplied in kits at 18s 6d, £1 14s 6d and £2 19s 6d.

. . . And Repair Outfit

TESTS of a car body repair kit marketed by Silver Dee Plastics, Staveley, Chesterfield, Derbyshire, comprising an epoxy-resin and catalyst, glass fibre cloth, chopped glass and filler, show that the kit is capable of giving strongly adherent, rigid support to body metal work which is badly rusted. It is easy to mix and apply, and sets quickly without shrinkage. Kits for various areas of repair are—1 sq ft 13s 6d, 2 sq ft £1 0s 6d, 4 sq ft £1 10s and 8 sq ft £2 5s 6d. Many other uses of the materials are described in the firm's information sheets.

Above: The Reilang pressure oil gun. Below: Desmo's Sun Lounger picnic chair

Picnic Chair

A NEW picnic chair by Desmo, called the Sun Lounger, costs £3 19s 8d, including purchase tax. It has three different angles for the back rest, and is easily adjusted; the finish is pale green enamel. Other Desmo picnic furniture continues unchanged. The makers are Desmo, Ltd., Pensnett Trading Estate, Brierley Hill, Staffordshire.

Name Change

MAKERS of seat covers, travel rugs and other such products, Kladwell, Ltd., 62, Albion Street, Glasgow, C.1, have changed their name to Rally-Klad, Ltd. This brings a long-established trade mark into the company's name.

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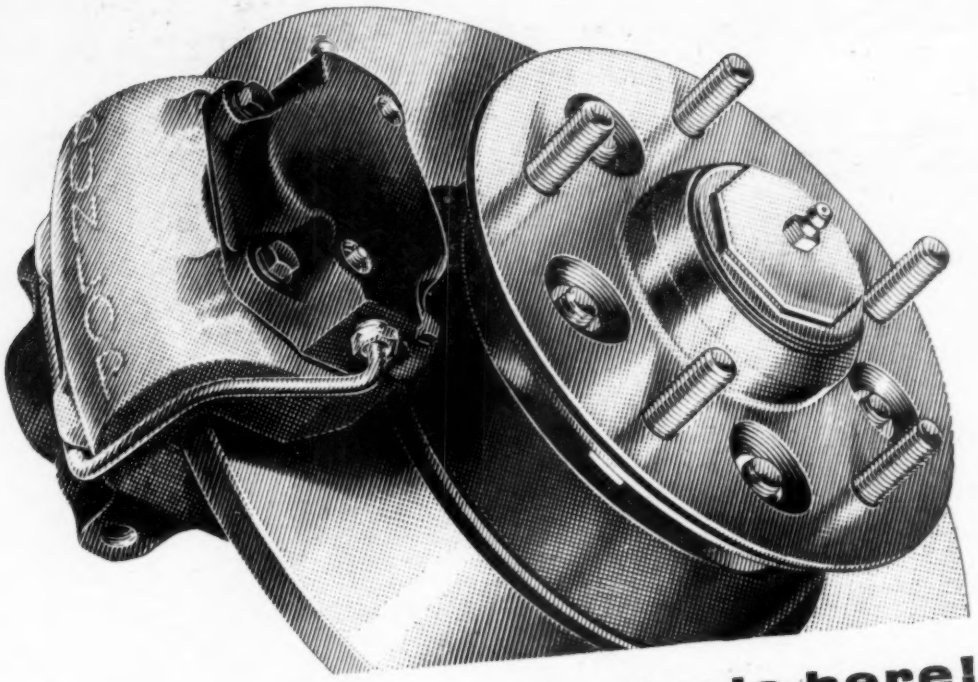


The Dunlop Disc Brake is here!

Now available on

The NEW JAGUAR XK.150 ROADSTER

and

JAGUAR XK.150
JAGUAR 2.4 litre
JAGUAR 3.4 litre

The outstanding success of Jaguar cars at Le Mans and in other races, has played an important part in the development of Dunlop Disc Brakes, in connection with which Dunlop was awarded the Dewar Challenge Trophy for 1957. Dunlop Disc Brakes are acknowledged by the motoring world and in industry as the most efficient method of controlling and stopping great power and speed.

DUNLOP

The Dewar Trophy

● **The NEW JAGUAR XK.150 ROADSTER is also equipped with DUNLOP "ROADSPEED" TYRES, WHEELS and DUNLOPILLO SEATING**

611/DB/60

New Alvis sports saloon, now a full four-seater. Right: smallest from the U.S.A. is the side-valve Rambler American

SPRING SHOW—GENEVA

(*Continued from page 430*)

A maximum speed exceeding 90 m.p.h. is claimed for the Wartburg 313-1 Sportcoupé, a detachable hardtop from East Germany on Mercedes 190 SL lines, and with an overall length of over 14ft. Under the pretentious bonnet is a little three-cylinder, two-stroke engine of 900 c.c., claimed to develop 50 b.h.p. Its dry weight is given as 875 kg (1,929 lb), just 5 kg (11 lb) more than the new DKW Auto Union 1000 coupé with the same gross output.

On the DKW stand is the prototype of the stylish new 600 first shown at Frankfurt last year and since painted a different colour. Rumour holds that it may never reach production in its present form, but might have the three-cylinder engine reduced to 750 c.c. The Goggomobil T600, introduced at the same time, is not shown; full production is expected to start in the summer. It will then have rear-wheel drive from its forward engine, in place of the original front drive.

Extravagant styling and flashy tinsel no longer attract the Swiss so easily, for if it is American he can neither find anywhere to park it nor afford to run it. Detroit, with a few exceptions, seems to have run completely amok, and its fine engineering potential is being misguided. Even the elegant and relatively small Ford Thunderbird has become a cumbersome affair with rather gross styling. The Chevrolet Corvette, incidentally, is not available in Switzerland. Smallest of the U.S. cars is the new Rambler American, which must be one of the last remaining cars still using a side-valve engine. It is austere and ordinary.

In an upper gallery is a display of historic racing cars, which has been well attended. They range from what appears to be a 1902 Paris-Madrid Renault (labelled 1904) and a strange straight eight—in four pairs—Dufaux, made in Switzerland in 1904 for the Gordon Bennett Trophy, to a magnificently clean and polished Vanwall and a D-type Jaguar. The Mercedes exhibits are in a rather sorry state, as is a privately owned Bugatti. The M.G. in which Stirling Moss recently exceeded 240 m.p.h. is there, and also a 1924 2-litre Sunbeam which, among other successes, broke the record for the Mont Ventoux hill-climb in Switzerland in the same year.

R.A.C. RALLY—Continued from page 426

bouncing huddles of passengers in luggage lockers and standing on rear bumpers.

During periods of calm, successful climbers accomplished the test, as gingerly as a proud owner backs into his garage after taking delivery. There was some disgruntlement, not really justifiable, although the host at the Traveller's Rest had every right to feel aggrieved. He had laid on full provisions in this remote spot for a 20min optional refreshment halt, of which no one dared to take advantage owing to the terrible conditions. The struggle went on all night to far Charterhall (half-mile sprint) and back via another sprint and a manœuvring test at Otterburn Ranges, but around here the snow had drifted and cars were often encountered digging out of 2ft drifts.

No wonder, then, that the North had increased the toll of damage that Wales had levied. Hardly a car came back to Scotch Corner unscathed. The park at the hotel was a sorry sight, yet these were the survivors. About half the 193 entries were scattered in garages round the roads of Britain, *hors de combat*, and poor Nancy Mitchell was in hospital in Darlington. At Kelso, Hopkirk had replaced the entire rear axle brake assembly on his Standard Pennant with one from a second-hand Ten, at the Standard agent's.

But at Croft airfield the survivors showed that engines and spirits were as good as ever, racing five at a time over a L-shaped circuit in a wind even bitterer than Blackpool's, with slush on the ground and flying high from the spinning wheels. Here again the two Standard Pennants of Gold and Gouldbourn demonstrated their incredible stamina, hurtling round as if specially tuned for this event, which was merely test No. 13 in this rally of 20 tests.

En route, Sherburn-in-Elmet to Hastings.

The survivors were strung out down the Great North Road on Thursday afternoon and, after the Antarctic conditions encountered, no one would have been surprised to see a Sno-cat in the procession. The sprint at Sherburn-in-Elmet went off without incident although there was some excitement when an aircraft made as if to land on the runway. Mike Wilson, one of the marshals, arranged to have it diverted to Ringway—he said it did not conform to rally regulations.

Three of the early numbers, Sims (Aston Martin), Mitton (Jaguar), and D. G. Scott (Ford), each recorded less than 30sec, while Bolton's A.C. Ace rang a bell with 27.86sec. Everybody was having wheelspin on the damp surface, and it was near freezing again. From Sherburn there was a run through industrial England, over Woodhead—free from snow, fortunately—to Chapel-en-le-Frith and a tricky manœuvring test. This was laid out in the Ferodo works and the large cars were handicapped for room.

Local interest in the rally was terrific, the whole arena was lined with spectators, small boys who should have been in bed hours before were everywhere, and Ann Hall's family had turned up to greet her. It was a pity there was only one foreign competitor, A. P. Kilden from Sweden, to see how a control should be run.

Round the first turn of the test Issard-Davies' 190SL Mercedes-Benz got into trouble, and Cobbans' M.G. A demolished a marker bin entering the first "garage." Peter Harper was good—experience nearly always counts, and he dropped only 6.1 marks—but R. C. Willis (Volkswagen) was even better with 1.3 marks lost. Afterwards, fed and refuelled, the convoy had a straight run through Kings Lynn to Snetterton.

Snetterton, midnight, Thursday-Friday.

The circuit loomed up in the night, damp and cold, but there was a friendly welcome for everyone. Denis Scott took the test in a blinding snowstorm; Jack Sears, Austin-Healey, found time to call at home and then used his knowledge of the track to record one of the fastest times, in spite of disturbed steering geometry, the consequence of hitting a stone wall earlier on; in fact, the Sears-Garnier Healey was fastest of its class in no fewer than ten tests—despite having lost third gear.

There were few complications to the test; a green light on top of the bridge near the pits gave the "off" and drivers launched themselves and their cars, some sounding part worn by now, into the darkness. This bit of excitement over, the

R.A.C. RALLY . . .

route went through Newmarket to Mallory Park, where there were three laps of a special circuit, and then south in the early light of Friday morning to the cold winds of Silverstone. Here there was another three-lap sprint round the Club Circuit; after one practice lap the cars were lined up in rows of five and started at ten-second intervals.

There was some spirited driving—one example of excitement was the way in which G. E. Middleton's M.G. Magnette harried B. R. Waddilove's 2.4 Jaguar. Gouldbourn and Tom Gold had all the stops out on their Standard Pennants, and horns were blowing all round to clear slower and sometimes larger cars out of the way. Brands Hatch was the final circuit left to deal with on this extraordinary rally, in which the weather had played a more decisive part than the R.A.C. had anticipated.

Again there were three laps and again the Middleton-Waddilove Magnette and Jaguar duel took place. E. Lewis' Lotus arrived with the scars of Wales on its sump and the imprint of a large lorry on its bonnet. With the finish in sight, all the drivers were pressing on in no mean fashion, with the thought that surely nothing could happen now.

Harper and the Rapier had moved up into first place in front of Gouldbourn and Gold in the Pennants and Pat Moss in the Morris 1000 was lying fourth in the general classification. Unless anything went wrong during the test on the promenade in the morning, it looked as if it was going to be a Sunbeam victory, with Standards holding the team prize.

There were some amazing sights as the tests took place. Bolton, after manhandling the Ace backwards, went like a bomb forwards, and when R. H. Jenkinson's 2.4 Jaguar braked to a halt the fan could be heard hitting the radiator as the engine moved forward on its broken mountings. E. Searle's M.G. ran into the barrier at the end of the braking area, and G. E. Day's 1.5 Riley jammed against the kerb when reversing, only to have gear box trouble later. Mary Handley-Page and Peter Harper had everything under control, and the Saab was good.

Then, suddenly, it was all over, and the sea front ceased to resound to the scream of tyres and harsh clamour of exhaust notes. One way and another, it had been quite a rally.

Two of a kind: P. E. Foden's 1½-litre Riley leads Mrs. J. Crossley's Wolseley 1500 round the Brands Hatch circuit in the penultimate test of the rally. Rileys came second and third in their class

RESULTS

General Classification

1. (Peall Trophy) Sunbeam 1,494 (P. Harper and E. W. Deane), 652.8 marks lost.
2. Standard 948 (R. A. Gouldbourn and S. Turner), 1,179.5.
3. Standard 948 (T. A. Gold and W. Cave), 1,231.4.
4. Morris 948 (Miss P. Moss and Miss A. Wisdom), 1,474.5.
5. Morris 948 (W. H. Wadham and P. C. Wadham), 1,789.4.
6. Standard 948 (C. Corbishley and P. Simister), 1,919.5.

Ladies' Award: 1, Morris 948 (Miss P. Moss and Miss A. Wisdom), 1,474.5; 2, Sunbeam (Miss M. H. Page and Mrs. L. Grounds), 2,765.9; 3, Alfa Romeo (Miss P. Burt and Mrs. B. Neate), 4,342.0.

Team Award: Standard 948 (R. A. Gouldbourn), Standard 948 (T. A. Gold), Standard 948 (P. B. Hopkirk, 6,636.5 aggregate marks lost.

Starting Control Awards: Hastings: Sunbeam 1,494 (P. Harper). **Blackpool:** Standard 948 (R. A. Gouldbourn).

Best performance by all-Foreign Crew: Standard 948 (P. B. Hopkirk and J. S. Scott, Eire), 4,225.6.

Class Awards:

Normal and Improved Series production touring cars up to 1,000 c.c.

1. Morris 948 (Miss P. Moss and Miss A. Wisdom), 1,474.5.
2. Morris 948 (W. H. Wadham and P. C. Wadham), 1,789.4.
3. Austin 948 (D. Barker and E. Belsham-Revell), 2,570.7.

1,001 to 1,300 c.c.

1. Fiat 1,089 (D. A. Smits and J. Tymon), 2,242.2.
2. Ford 1,172 (F. P. Grounds and D. R. Grounds), 2,663.3.
3. Ford 1,172 (A. E. C. Hartnell and J. S. Bell), 2,773.1.

1,301 to 1,600 c.c.

1. Sunbeam 1,494 (P. Harper and E. W. Deane), 652.1.
2. Riley 1,489 (B. A. T. Clark and D. C. E. Johns), 2,180.5.
3. Riley 1,489 (K. N. Lee and A. J. Sinclair), 2,407.5.

1,601 to 2,000 c.c. (only one entry; combined with class above).

2,001 to 2,600 c.c.

1. Jaguar 2,478 (B. R. Waddilove and G. Wood), 2,680.3.
2. Ford 2,553 (E. Harrison and G. A. M. Baxter), 3,919.8.
3. Ford 2,553 (A. C. Whatmough and N. Quick), 3,945.0.

2,601 c.c. and over

1. Jaguar 3,442 (E. Brinkman), 2,084.7.
2. Jaguar 3,442 (T. E. F. Sopwith and J. C. W. Goldthorp), 2,706.3.
3. Jaguar 3,442 (T. H. Rowe and T. K. Dooley), 5,329.2.

Special Series Production Touring and Normal and Improved Series Production Grand Touring cars up to 1,300 c.c.

1. Standard 948 (R. A. Gouldbourn and S. Turner), 1,179.5.
2. Standard 948 (T. A. Gold and W. Cave), 1,231.4.
3. Standard 948 (C. Corbishley and P. Simister), 1,919.5.

1,301 to 2,000 c.c.

1. Morgan 1,991 (A. L. Yarranton and J. P. Taylor), 2,481.8.
2. Morgan 1,991 (W. A. G. Goodall and J. Thomas), 2,638.5.
3. Morgan 1,991 (R. Grant and J. L. Darwent), 2,680.2.

2,001 c.c. and over

1. Ford 2,553 (D. G. Scott and K. Armstrong), 2,418.3.
2. Aston Martin 2,580 (L. O. Sims and H. Walton), 2,765.1.
3. Jaguar 3,442 (B. F. Mitton and G. R. Norton), 3,284.5.

A Personal Commentary by Peter Garnier—

—who drove Austin-Healey No. 90 with Jack Sears

EVERYBODY will be delighted at Peter Harper's win in the R.A.C. Rally last week, for if ever anyone deserved to win a big rally, Peter did. Though, broadly speaking, the event was tremendous fun and everybody enjoyed it, there were one or two thoroughly frustrating points; before the event can take its place among the big European rallies, and, more important, attract the Continental competitors, these will need sorting out. Everyone wants this particular event—and rallies in general—to become better each year; the following points, therefore, are raised with this end in view—not, as it may appear, as a "moan."

First and foremost—and confusing to most people—was the question of penalty marks incurred by lateness at controls. The regulations stated that by missing a control altogether, one lost 300 points; at the rate of ten marks per minute late, this is equivalent to a maximum of half an hour.

The regulations also stated that competitors late at one control could be an equivalent amount late at succeeding controls without incurring further penalty marks—up to a maximum lateness of 30 minutes. In fact, anything over 30 minutes was treated as half an hour so far as one's time due in at the next control was concerned. What was not clear, however, was whether, if one reached a control, say, 40 minutes late, one was credited with 300 or 400 penalty marks.

Further confusion arose from the fact that the controls closed down half an hour after the last competitor was due in; this meant that, if he was running half an hour late, the last competitor (who was occupying the last place in the column through no fault of his own, of course) would find no control at which to check in. From this, one deduced that there was nothing to be gained by checking in over half an hour late—the last competitor being unable to do so—and that it would be better to miss the control altogether. However, most people decided that, logically, it would be better to visit every control, and this they tried to do.

From this confusion arose many anomalies: Edward Harrison, for example, spent several hours transferring the steering assembly from his father Cuth's Zephyr to his own crashed car, thereby missing 14 controls, but he actually finished higher in the general classification than Whatmough's Ford, which had visited every control.

Also, as an allied subject, the regulations stated that to qualify as a finisher, one had to complete at least half the road section, and compete in at least half the total number of tests. One or two people,

STANDARD PENNANTS WIN TEAM AWARD

Congratulations to *R. A. GOULDBOURN* *S. TURNER* *T. A. GOLD* *W. CAVE* *P. B. HOPKIRK* *J. S. SCOTT*

who comprised the winning Standard Team

Special Series Production Touring Cars up to 1,300 c.c.

1st STANDARD PENNANT *R. A. Gouldbourn, S. Turner*

2nd STANDARD PENNANT *T. A. Gold, W. Cave*

3rd STANDARD TEN *C. Corbishley, P. Simister*

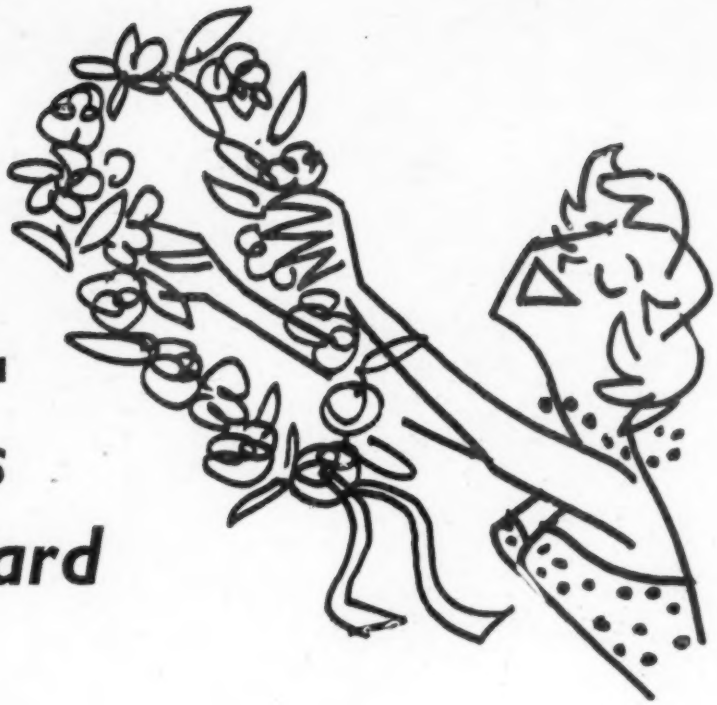
Standard Cars were also placed 2nd, 3rd and 6th in the General Classification.
Of the Blackpool starters Standard cars won 1st, 2nd and 3rd places.

(Above results subject to confirmation.)

Once again

STANDARD CARS FOR RELIABILITY

Issued by the Standard Motor Co., Ltd., Coventry.



SHELL

sweeps the board

R.A.C. RALLY

GENERAL CLASSIFICATION

★ 1st **Sunbeam Rapier,** Peter Harper, Dr. E. W. Dean

★ 2nd **Standard Pennant,** R. A. Gouldbourn, S. Turner

★ 3rd **Standard Pennant,** T. A. Gold, W. Cave

4th **Morris Minor,** Miss P. Moss, Miss A. Wisdom
(DRIVING FOR THE OFFICIAL B.M.C. TEAM)

★ 6th **Standard 10,** C. Corbishley, P. Simister

TEAM PRIZE

★ **Standard,** Gouldbourn, Gold, Hopkirk

LADIES PRIZE

Morris Minor, Miss Moss, Miss Wisdom

(Subject to official confirmation)

USING SUPER SHELL WITH ICA

★ ALSO USING SHELL X100 MOTOR OIL

R.A.C. RALLY . . .

disillusioned by the hardships of the Welsh section, decided to spend the night at Blackpool and rejoin the route at Westgate (or elsewhere) the following morning, cutting out the Lake District and northern sections. They qualified for their finishers' awards just as much as those who plodded round the whole course. In fact, reducing it to absurdity, you could very nearly knock off for a day's work at the office in the middle of the rally, and still proudly display your finisher's plaque afterwards . . . a sort of debasing of the currency.

It seems to me that it would be infinitely better to say that every control must be visited—after all, that is the object of the exercise. If the weather is bad, give a maximum lateness of, say, two hours—and then exclusion from the event. This, in the weather conditions that prevailed last week, would undoubtedly have made things very difficult for some people—but nobody thanks organizers for making their regulations too lax.

As things stand, the gallant 15 who managed to climb Hardknott (Howells, M.G.; Worswick, Ford; Walton, Jaguar; Whatmough, Ford; Rumsey, M.G.; Ray, Sunbeam; Ann Hall, Ford; Fursden, Skoda; Marsh, Renault; Gradwell, Morris; Farrell, M.G.; Michalkiewicz, Morgan; Hopkirk, Standard; Turnbull, Ford, and Harper, Sunbeam) were placed, in several cases, lower than those who had missed it—and other controls—out.

Then there was the baulking on such places as the Rhayader Mountain Road, Bwlch-y-Groes, and several other hills. Surely, when such weather conditions prevail, it would be wise to station marshals at such places, and probably a winch or two to drag people to the top? Jack Sears and I, in the Austin-Healey, were held up for 45 minutes on the Rhayader stretch, 32 minutes on Bwlch-y-Groes, and 20 or so minutes on the approach to Hardknott; on the icy roads it was, of course, impossible to make up the time lost, and there was no official recognition of, or allowance for, such hold-ups.

In each case, we, personally, were held up by the Class 1 small cars starting from Blackpool. It would have been better, rather than send off all nine classes from Blackpool, and then follow them up with the nine classes from Hastings, to launch the Class 9 Blackpool people and then follow them with Class 9 from Hastings—followed by Class 8 from Blackpool and Class 8 from Hastings . . . and so on. At least, by this means, the classes would keep together. It is significant that, of the 15 cars that climbed Hardknott, ten started from Blackpool.

In view of the fact that the experienced rally drivers made the climbs look simple, an alternative might be to start off the most experienced drivers first; on the entry form a full list of one's previous rally experience is required, so it would not be difficult to sort them out.

A problem which is very difficult to solve is that of mixing cars of widely differing engine sizes—and performances—in the circuit tests. At one of two circuits drivers of fast cars found themselves sitting on the back row of the starting grid behind three rows of Morris Minors, Renault Daphines and the like—cars with a maximum speed probably 40 m.p.h. lower than their own. The rows were started at ten-second intervals, so that, before the first lap was through, the fast cars were overtaking the shoal of "tiddlers." The objections, surely, to mixing cars of widely differing performances at Le Mans must apply just as much in this case?

This problem arose, again, largely through the system of starting all nine classes from Blackpool, and then all nine from Hastings. If the classes had been started together, as suggested above, this difficulty should have been avoided. In any case, one cannot put up a good test time in a fast car when one is delayed by a mass of slower ones in front.

In a rally where the accent has been stated officially to be on the tests, is it necessary to introduce so much map-reading? The route cards for the Welsh section were issued at scrutineering on the Monday evening; this meant that instead of having a long night before the rally started early on the Tuesday morning, competitors had to spend three or more hours working on their maps.

It was the same at Blackpool during the so-called ten hours' rest period on the Wednesday afternoon; route cards for the Lake District and Northern sections were issued after the Blackpool test, and valuable sleeping time had to be spent marking up the maps. Surely, in an event where the accent is said to be on the tests, it would be better to issue to competitors "marked" maps?

Finally, there is the very important question of what a car carrying a doctor should do in the case of an accident. Very shortly after Nancy Mitchell's accident near Bowes, when both she and Joan Johns were thoroughly shaken but, fortunately, not seriously hurt, Peter Harper arrived on the scene with, as his co-driver, Dr. Bill Deane. Harper knew that he was in the running to win the Rally, but very rightly stopped to see what Bill could do—thereby jeopardizing his chances.

Without any doubt a doctor's first duty is to stop, regardless of the fact that he is winning; but, equally without doubt, it would be a good thing if the organizers covered such contingencies in the regulations. It is open, I agree, to abuse; a doctor-cum-co-driver could easily turn up late at a control and explain away his lateness with a cock-and-bull story about some fictitious character who was suffering from a stomach-ache. Somehow, however, I don't think this would happen; a doctor's word should be good enough.

Books Received

Automobile Year, published by G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. Price £2 10s.

Appearing for the fifth successive year, this book is an exquisitely-produced English version of an annual published in Lausanne. We know of no comparable publication with such a high standard of reproduction in black-and-white and colour; it is extremely good value for money. Its managing editor is Ami Guichard, and anyone who has seen him taking pictures at the European race circuits and motor shows will know the standards which he sets; but his own pictures do not predominate. By using contributed pictures, particularly action shots of racing cars, and especially a close-up of Fangio in the German Grand Prix, a unique collection is presented.

In the section devoted to sports and racing cars all the events counting towards the world drivers' formula 1 championship are dealt with separately, and the information includes full details of starting grid positions, lap charts and a complete list of retirements. In addition to the racing section there are articles on the life of Ettore Bugatti and his creations—rather pointedly making no reference to the ill-fated formula I 2½-litre Type 251, which made only one public appearance, in 1956; an assessment of the future of the miniature car by Jacques Ickx, and surveys on sports car and formula 1 racing by Count Lurani and Paul Frère.

A regular feature on cars of the year, by Gordon Wilkins, is fully illustrated and includes specifications covering European and American automobiles. Another section deals with specialist coachwork, but this is rather heavily biased towards the Italian constructors. There are a few incidental errors, such as Brabham's failure in the Monaco Grand Prix being attributed to an oil pump instead of a fuel pump, but such mistakes are of a minor character and probably occurred during the translation into English.

For those who were farsighted enough to purchase the four earlier editions, and those students of automobile history who wish to start a collection now, this latest edition is a must.

The Sources of Invention, by Jewkes, Sawers and Stillerman. Published by Macmillan and Co., Ltd., St. Martin's Street, London, W.C.2. Price £1 11s 6d.

Changing patterns of industry and the establishment of centralized research organizations by trade associations and private companies indicate that there is less room for the individual inventor than in the past. That this is not necessarily so in practice, if the inventor has faith in his ideas and sufficient tenacity to find a means of developing them for production, is the theme of the volume under review. In more than 50 recent major inventions the individual has played an important role. Too often too many people patent abortive ideas in the hope of making a fortune. Henry Maudslay, whose unpatented invention of the screw-cutting lathe and slide rest formed the basis of modern automation, once said: "Only once or twice in a century does a great inventor appear, and yet here we have a set of fellows, each taking out as many patents as would fill a cart, some of them embodying not a single original idea, but including in their specification all manner of modifications of well-known processes as well as anticipating the arrangements which may become practicable in the progress of mechanical improvement." These words of wisdom should be digested by all so-called inventors. This book provides a most informative background to this wide subject, with case histories, and indicates the pitfalls and goals awaiting the genuine inventor.

A B C of British Cars, by John Dudley. Published by Ian Allen, Ltd., Craven House, Hampton Court, Surrey. Price 2s 6d.

A boys' pocket booklet illustrating most of the cars to be seen on British roads, this includes brief details and prices of models, with descriptive paragraphs

MILLE MIGLIA PLANS

DRIVER NEWS

VERSATILE RUSSIAN

The Sport

By PETER GARNIER

AT LAST the course for this year's Mille Miglia seems to have been sorted out. Instead of using the previous 1,000-mile circuit round northern Italy, the event will be confined to Alpine roads in the extreme north. Starting from Brescia, as usual, the route runs north-eastwards alongside Lake Garda and up to Trento; from here it turns eastwards and slightly north to Belluno, due south to Conegliano and across to Trieste in the east, before heading north through Gorizia and Udine to Tolmezzo; from here it strikes westward through Ampezzo, the Passo di Mauria, Agorda, Fiera di Primero, and north again through San Martino di Castrozza, the Passo di Rolle, Predazzo, Canazei, the Pordoi and Falzarego, Cortina d'Ampezzo, the Croci, Misurina, Dobbiaco, Bressanone (the northernmost point) to Bolzano. Running west-south-west from here, right across to Lecco at the southern end of Lake Como, it passes through Appiano, Mendola, Fondo, Vermiglio, Tresenda, Sondrio and Morbegno. From Lecco it runs through Bergamo, across the top of Lake Iseo, and through Edolo, Dimaro, Tione and Barghe back to Brescia.

The route will have to be covered at an average of not less than 31 m.p.h., and there will be no maximum speed limit. It will take about 32 hours to cover the course; seven speed hill-climbs and one circuit test are to be included, with a total mileage of approximately 50. The length of the route alone remains in character with the original Mille Miglia—1,000 miles.

In both the Touring and *Gran Turismo* categories the engine capacity classes will be as follows: Up to 750, 751 to 1,000, 1,001 to 1,300, 1,301 to 2,000 and over 2,000 c.c. The date at the moment seems to be in some doubt; the Italian newspapers say that it will be held on one of the first three Sundays in June—1, 8 or 15.

PASSED BY the National Council a year or so ago, the ban on motor racing in Switzerland has now become a federal law—decided by 27 votes to 10 in the Senate. Officially, the law bans only closed circuit events, and leaves a loophole for long-distance events with set speed limits, which—ostensibly, at any rate—are primarily intended as reliability tests. However, the Canton authorities will be free to place a ban even on these events, as happened with the forthcoming Geneva Rally—on the grounds that there was a fatal accident in last year's event.

So we shall never again see Grand Prix racing on that splendid circuit at Berne.

BRITISH EMPIRE TROPHY entries so far received include Archie Scott Brown in a new Lister-Jaguar; this should be interesting, as Archie has already won the race twice—in Listers on both occasions. Bob Gerard is alone in having won the race on three occasions. Roy Bloxham has entered his H.W.M.-Jaguar, and Chris Summers the new Arden-Climax.

Chris Martyn will be entered in 1958 events by Innes Ireland, Ltd. Now that he has his Lotus Eleven Le Mans Series II, he is selling his ex-Peter Ashdown Mark IX. Jimmy Steele has bought the ex-Keith Hall Lotus Eleven, and the car is now finished in the dark blue of Scotland. Trevor Taylor, who finished third in the *Autosport* formula 3 National Championship last year, proposes to compete in all the qualifying events for the Championship this season. He will be driving a Beart-Cooper.

Brian Naylor will be driving a formula 2 Cooper and a J.B.W. Maserati-powered 2-litre sports car of his own design; first outing this year for both these cars will be at Goodwood on Easter Monday. Naylor is co-driving at Le Mans with Bruce Halford in the latter's Lister-Jaguar, as well as in the Swedish G.P. and the Nurburgring 1,000 km sports car race. Innes Ireland will be driving an Ecurie Ecosse Jaguar in one or two Continental events this season, and will also drive Rupert Robinson's Lotus Eleven in several National and International events in this country, starting with Snetterton on 30 March.

THE J.B.W.-MASERATI is, in fact, an advanced version of the 2-litre Lotus-Maserati that Brian Naylor raced last year. At the end of the season, at Goodwood, when he was leading Roy Salvadori by 12sec, a weld attaching the lower, nearside wishbone mounting to the frame snapped, and the car was damaged beyond repair, Naylor breaking his leg.

The engine and gear box were salvaged, however, and have now been fitted to a chassis and body designed by J. B. Naylor, Ltd., of Stockport. The chassis frame follows the general lines of the Lotus Eleven, but incorporates considerable modifications to the front suspension and has the engine mounted six inches farther back. The body is similar to that of the 1958 3-litre Ferrari. Overall weight of the car is slightly less than 10 cwt; Girling 11in brakes are fitted.

AMERICAN FORCES serving in this country have been given permission to take part in British races. Among those who will take advantage of this is Lieut. Merle Roberson, a fighter-bomber pilot stationed at Manston, in Kent, who will be entering for the Brands Hatch meeting on Easter Monday.

MOSCOW RADIO has announced that Russia will enter a car in one of this year's major events—probably a six-cylinder, 2½-litre Kharkov, which, if the photographs are anything to go by, is a fully enclosed, streamlined device, rather like the streamlined W196 Mercedes-Benz. Just what event they are proposing to enter is not known, but the Easter Monday Goodwood meeting was mentioned by Moscow Radio; in the same breath, however, the announcer said "It remains to be seen whether the Soviet Union can prepare technically for Goodwood, or whether she will need more time and thus appear later in an International rally"—which, if the translation is correct, seems to indicate a somewhat versatile machine.

CONGRATULATIONS TO Ferodo, Alan Collinson and Sidney Henson for the magnificent show they put up at the Chapel-en-le-Frith control during the R.A.C. Rally. Not only did they feed the entire entry and look after them in true Continental style but every five minutes there was a broadcast giving the official Rally time, weather forecasts were put up regularly on the notice-boards, and—much appreciated—every competitor was given, on arrival, a printed card which showed his time of departure from the control. When you are tired and the Road Book has been handed in at the control, it is very easy indeed to forget this.

WHY, I WONDER, did the B.B.C. and the Dailies decide to put a near-boycott on the R.A.C. Rally? Having given such full coverage to the recent Monte Carlo Rally—coverage which, I think, was appreciated by everyone—they should have done the same for our own British event. After all, there were far more British entries in the R.A.C. Rally than in the Monte, and, in consequence, far more friends and relations eager to hear news; and motoring is the second most popular sport in the country. Apart from the occasional inch-long snippet in the newspapers, and the B.B.C.'s broadcasts on the Saturday, it was, I gather, very difficult indeed to get any news.

TWO ECURIE ECOSSE Jaguars have left this country for Sebring, and last Saturday David Murray, drivers Ivor Bueb, Ron Flockhart and Ninian Sanderson, and "Wilkie" Wilkinson left by air from Prestwick Airport. The two cars will run in the 12-hour race, using 3-litre engines, of course, to comply with the sports car regulations. After the race, David Murray is going to Indianapolis to have a look at the circuit with a view to possible Ecurie Ecosse participation in the 500-mile race on 30 May 1959.

FOLLOWING the new Sunbeam Rapier's win in the R.A.C. Rally—first International competition in which it has taken part (first competition success for the car was, I suppose, John Sunley's win in the Hants and Berks Riverside Rally a week or two ago), a full programme is being planned for the cars. Ivor Bueb and Peter Harper are to drive two of them in the forthcoming Mille Miglia.

NOT STRICTLY a sporting event, though a spice of competition will be introduced into this outing, the G.B. Car Club's London-Languedoc-Sète Rally will start from Dover on 30 June and terminate at Sète on 10 July.

Costs, which include cross-Channel fares, cars' papers, hotels, tips, taxes, picnic lunches, dinner at the Mercier champagne factory at Epernay, a wine-tasting competition at Carcassonne, a full

B.M.C SUCCESSES

R.A.C. RALLY

LADIES' AWARD

1st MORRIS MINOR 1000

Driven by Miss Pat Moss and Miss Ann Wisdom

GENERAL CLASSIFICATION

4th MORRIS MINOR 1000 *MISS P. MOSS*

5th MORRIS MINOR 1000 *W. H. WADHAM*

8th RILEY 1.5 Litre *B. A. T. CLARK*

CLASS I (Up to 1,000 c.c.)

1st MORRIS MINOR 1000 *MISS P. MOSS*

2nd MORRIS MINOR 1000 *W. H. WADHAM*

3rd AUSTIN A35 *D. BARKER*

CLASS III (1,301-1,600 c.c.)

2nd RILEY 1.5 Litre *B. A. T. CLARK* • **3rd RILEY 1.5 Litre** *K. N. LEE*

Subject to official confirmation

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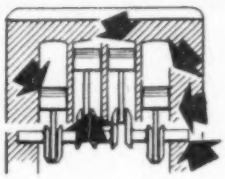
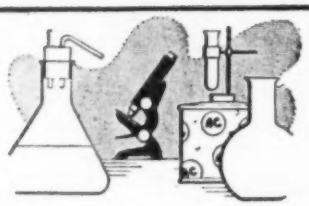
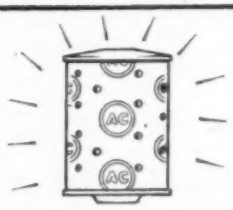


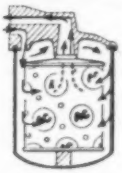
These abrasives cannot be stopped at source because they are natural by-products of combustion, wear and road conditions. They *must* be removed.



Research into this problem of engine oil protection began in the early 1920's, when AC designed and manufactured the first by-pass type of element filter.



Today nearly every automobile starts life with the protection of an Oil Filter to cleanse the oil and trap all harmful abrasive material, sludge and gum.



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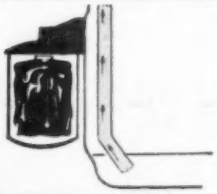

When the Element is filled to capacity, the oil – the life blood of the engine – by-passes the Filter Element and your engine now lacks protection. The filter must now be replaced immediately.

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THE SPORT...

day in Andorra with a barbecue in the mountains, trips by boat on the Mediterranean, a banquet with Noilly Prat, a *concours d'élégance* and a ball—besides sundry other excitements—work out at £44 18s 9d per head with a small car, and £54 4s with a larger one, assuming that two people are carried in each case; cost is reduced if a larger crew is taken aboard.

Entries, by 1 June, to the Secretary, the G.B. Car Club, 59, Fleet Street, London, E.C.4.

AMONG INTERESTING cars and drivers seen testing recently at Brands Hatch were Colin Chapman with both the Lotus Elite and formula 2 cars, Bristow with his Cooper 1,100, Graham Warner in a formula 2 Cooper and Alan Foster and John Webb in Lotus Elevens.

RACE AND RALLY REGULATIONS RECEIVED

Romford E.C.C.—On 30 March a series of driving tests will be held at Parade Ground, Warley Barracks, Brentwood, at 2 p.m. Entries should be sent to M. A. Pratt, 57, Squirrels Heath Road, Harold Wood, Essex, by 27 March. Entries are divided into six classes and the fee is 7s 6d.

East Surrey M.C.—Martini Rally, 29-30 March, approximately 250-mile route divided into navigation and regularity sections. Entries should be sent to Mrs. G. H. Procter, 5, Ridge Park, Purley, Surrey, by 24 March.

Bolton-le-Moors C.C.—Eighth rally driving tests, 13 April, starting from Norbreck Hydro Hotel, Blackpool, at 12 noon. Competitors will be divided into six classes and entries should be sent to D. McCann, 759, Belmont Road, Bolton, by 29 March. Entry fee £2 10s.

B.A.R.C. (Leicester area).—A driving test meeting will be held at Mallory Park on 20 April commencing at 2.30 p.m. There will be classes for saloon, open and special cars. Entries should be sent to H. S. Bayley, 9, Vicarage Close, Kirby Muxloe, Leicestershire, by 14 April.

Romford Enthusiasts C.C.—All Fools Hunt, 12 April, starting from the White Hart, Collier Row, at 7 p.m. Entries to H. Turnell, Chafford Farm House, Aveley Road, Upminster.

Lothian C.C.—A restricted sprint will be held at Winfield Aerodrome on 20 April, starting at 2 p.m. Entries (fee 10s) to T. B. Weller, 47a, George Street, Edinburgh 2, by 16 April.

B.A.R.C. (S.E. Centre).—Fourth annual rally on 12/13 April starting from Eastbourne and London. The route will be approximately 180 miles in Kent and Sussex, in four sections. Entries to J. C. Checkley, "St. Moritz," Church Street, Willingdon, Eastbourne, by 8 April. Entry fee £1 10s.

Liverpool M.C.—Easter driving tests on 7 April at the Dunlop Rubber Co., Ltd., Speke, near Liverpool, at 2.30 p.m. Entries (fee £1) to E. Laughton, 7-11, Norton Street, Liverpool, by 2 April. Entry fee £1.

West Cornwall M.C.—A hill climb will be held in Trengwainton, Madron, near Penzance, on 7 April starting at 2 p.m. Entries to B. L. Ellis, 7, Merlin Place, Mousehole, Penzance, by 2 April.

Huddersfield M.C.—Seventh annual Dusk 'til Dawn rally, to be held on 12-13 April; 270-mile route with one driving test. Entries (fee £1 5s) to J. B. Brierley, Thorpe House, Almondbury, Huddersfield, by 4 April.

Nottingham S.C.C.—National open race meeting to be held at Mallory Park circuit on 7 April, with seven events for sports and racing cars. Entries, limited to 110, to A. Knowles, Leen Valley Dyeworks, Bulwell, Nottingham, by 27 March. Entry fee £3 3s per car.

Darlington and District M.C.—A hill climb will be held at Catterick Camp, N. Yorkshire, on 6 April starting at 2.15 p.m. Entries (fee £1 10s) to L. E. Gray, 3, Loraine Crescent, Darlington, by 31 March.

CLUB NEWS

Ulster A.C.—The results of the driving trials, held recently at Megaberry airfield, Northern Ireland, were as follows:—

1, McCandless (W. D. Sloan), 458.6 marks lost; 2, Triumph TR2 (D. A. Henderson), 464.0; 3, Volkswagen (F. A. Robinson), 470.1. Saloons under 1,000 c.c.: Austin (V. Stanfield), 504.4.

B.A.R.C. (S.W. Centre).—The results of the Treasure Hunt held on Sunday, 9 March were as follows:—

1, Renault 750 (J. Pettyfer), 155 marks lost; 2, M.G. Magnette (B. G. Wells), 159; 3, Ford Zodiac (J. Church), 160; 4, Hillman Minx (W. R. Short), 165. Novice Award and fifth place: M.G. Magnette (H. H. A. Biggs), 189.

Plymouth M.C.—The results of the 200 Trophy trial held on 9 March were as follows:—

200 Trophy: Dellow (G. W. Edwards), no marks lost; Best opposite class, Barton Trophy: Renault 750 (D. E. Algate), 5; Team Award: Dellow (G. S. Edwards, G. Smerdon and J. Skinner).

Malden and District M.C.—The March Hare rally was held on 8-9 March; of 33 starters, only nine finished the course. The results were as follows:—

1, Morris (P. C. Wadham and W. H. Wadham), 820 marks lost; 2, Ford (Mrs. A. Scott-Job and D. Scott-Job), 1,160; 3, M.G. (D. Seigle-Morris and V. H. Elford), 1,290; 4, Singer (A. L. Page and T. Kettell), 1,290; 5, Volkswagen (R. A. J. Shaw and B. M. Bilton), 1,660; 6, Ford (B. P. Odoni and B. H. Punchard), 1,790.

Dowty M.C.—A night navigation trial was held in conjunction with Cheltenham M.C. and Evesham A.C. on 8 March. The results were as follows:—

1, Vauxhall (V. Fonting and E. Wintersgill), 68 points lost; 2, Sunbeam-Talbot (N. A. Scott and G. Hartley-Smith), 71; 3, Standard 8 (C. Wilde and Mrs. Wilde), 73. Dowty Award: N. A. Scott and G. Hartley-Smith. Cheltenham Award: M.G. TC (N. E. Pride and G. T. Pride), 104. Evesham Award: Triumph Mayflower (M. Everall), 237. Team Award: Dowty (P. Dent, S. Wilce and F. R. Hayward).

Mid-Cheshire M.C.—The Birt Trophy rally was held over a course of 250 miles in Cheshire and North Wales on 22-23 February. The results were as follows:—

1, M.G. Magnette (P. C. Byrom and R. P. Lichtensteiger), 630 marks lost; 2, Morris Traveller (G. G. Hindley and J. Cartmail), 710. **Novice award:** Ford (E. Hale and Capt. I. Walkington).

East Surrey M.C.—The results of the Treasure Hunt held on 23 February are as follows:—

1, Morris Oxford (R. D. May); 2, Austin A.40 (A. Smith); 3, M.G. Magnette (Mrs. J. E. G. Miller); **Winning novice:** Vauxhall Wyvern (W. B. Chapman); **Award for leading visitor:** 2.4 Jaguar (R. H. Drake).

Peterborough M.C.—The Nocturnal Noggin night rally was held on 22 February in very bad weather; snow, rain and fog made the 132-mile course very difficult. The final results were as follows:—

Nocturnal Noggin trophy and Navigator's trophy: Wolseley 1500 (N. S. Manser and J. Rowe), 310 marks lost; **First class award:** Hillman Minx (G. H. Woodcock), 320; **Second class award:** Morris Minor 1000 (G. W. Wright), 460.

Burnham-on-Sea M.C.—Provisional results of the Mendip standard car trial are as follows:—

Fifty-seven committee cup: Triumph TR3 (G. W. Best); **Best special class:** Ford Special (B. M. Brown); **winner class A:** Triumph TR2 (A. R. Stewart) and M.G. TF (D. A. Hockey); **class B:** Austin A.35 (F. Maisey); **class C:** Wolseley 6/80 (Gerald Tripp); **class D:** Volkswagen (C. Warfield). **Novice class:** Renault (D. Woodhall), Ford (H. J. Crates).

Hagley and District L.C.C.—At the annual dinner and dance at Droitwich on 28 February, Raymond Mays made some pleasant remarks about the club and paid tribute to the late Ken Wharton, who was a stalwart of the Hagley Club. President Ken Rawlings gave one of his typically amusing speeches. Ken Nightingale replied for the guests, and club member Harold Foster received the magnificent Ken Wharton Trophy presented by Mr. Fred Wharton.

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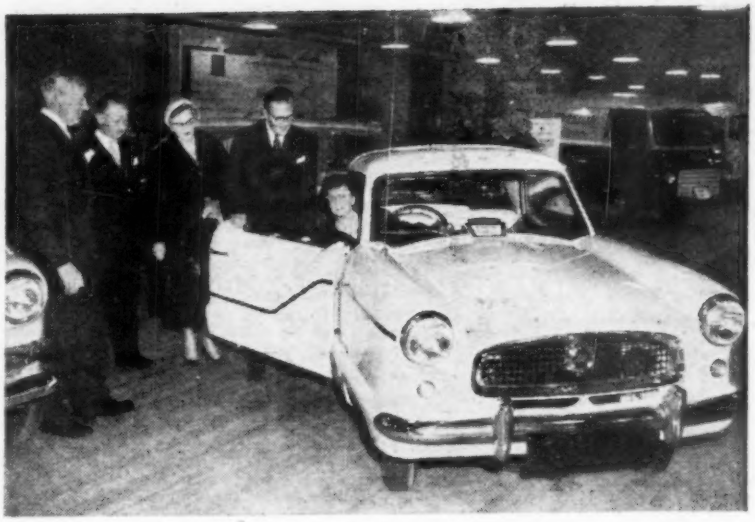

At the Sophia Gardens Pavilion, Cardiff, the car division of James Howell and Co., Ltd., have again held a special display of the Austin vehicles which they distribute in the city, linked to spring and summer clothes. From left to right are Mr. G. H. Dawkins, director and general manager of the car division, Mr. J. W. R. Penrose, Austin general sales manager, Mrs. R. Crouch, Mr. A. A. Thorpe, C.B.E., J.P., chairman of James Howell, and Mrs. Thorpe

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Enthusiasts differ about details, but they are in complete agreement about the basic principles of car-choosing, which are:

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- *Ask all the questions you want to ask from experts.*
- *Try out all the cars you want to try.*

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18 makes are always on view, including Ford, Rootes, Standard, Triumph, B.M.C., Rover and Jaguar —and all your questions will be answered by our friendly and well-informed staff.

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Trade and Industry

The Davies Tyre Co., Ltd., and their associate company Re-Cord Tyre Co., Ltd., manufacturers of Imperial and Extra-Grip retreads, have followed up the recent opening of a new Scottish depot by taking over larger premises at 182-184, Sussex Street, Salford, 7. Mr. Jack Crossley continues as manager.

An unusually wide forecourt to simplify quick manœuvring is a feature of the new Mottingham Service Station which was opened recently at Mottingham Road, Mottingham, Kent. The ceremony was performed by Mr. A. J. Allen, managing director of A. J. Allen and Son, Ltd., whose company will operate the station.

Mr. R. J. Foster has been appointed area manager for the Midlands and North-West England by Laycock Engineering, Ltd., a member of the Birfield group. All sales and service business for the area will be carried out from a new office and store at Crossfield Road, Trent Valley, Lichfield, Staffordshire. Mr. R. Stevens has been appointed Eastern Counties area manager, and will continue to be based at 70, Chiswick High Road, London, W.4.

Several new appointments have been made by the National Benzole Co., Ltd., of Buckingham Gate, London, S.W.1. Mr. A. Moore is now southern group manager; Mr. C. E. Wilson is northern divisional manager; Mr. B. Preston, assistant divisional manager in Lancashire; Mr. G. F. S. Jackson, staff manager at head office; Mr. G. H. Harrison, Lincoln district manager; Mr. W. A. Walmsley, Cambridge district manager; and Mr. H. Cole, Ipswich district manager.

Mr. G. F. Laurence has been appointed to the board of Metalastik, Ltd., of Leicester. He joined the company last September as personal assistant to the chairman and managing director, Mr. M. Goldsmith.

Plans are well advanced for the expansion of the distribution depot of the Esso Petroleum Co., Ltd., at Victoria Wharf, Cardiff. The project will cost about £200,000, and its purpose is to increase the storage capacity and handling facilities.

The Walterisation Co., Ltd., Purley Way, Croydon, Surrey, have introduced what they call the SPC process. It is a cold paint-bonding phosphating treatment applicable by spraying, and the manufacturers claim that it requires no elaborate or expensive equipment. It is said to be equally convenient for large-scale manufacturers' specialized equipment, and for garages undertaking repair work in small quantities. The cost of the treatment is approximately £1 1s 6d per 1,000 sq ft covered. Details are available from the company.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17415. 1948 3½-litre Hotchkiss
"T.O'R."—All possible information, compression ratio and power output, also performance data. Workshop manual needed.

No. 17416. Handbooks Required
"E.L.S.W."—1937 1½-litre S.S. Jaguar.
"I.D.M."—1937-38 Rover Twelve.
"A.L."—1938 Rover Twelve workshop manual.
"D.L.W."—1933 Hillman Minx; also service manual and lubrication chart.

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Ace-Bristol	1,443	0	0	2,165	17	0
Aceca	1,446	0	0	2,170	7	0
Aceca-Bristol	1,700	0	0	2,551	7	0
ALFA ROMEO						
Giulietta Berlina	1,320	0	0	1,981	7	0
Giulietta T I	1,460	0	0	2,191	7	0
Giulietta Veloce	1,945	0	0	2,918	17	0
1900 Super	1,695	0	0	2,543	17	0
Super Sprint	2,450	0	0	3,676	7	0
ALLARD						
Palm Beach (Ford)	1,050	0	0	1,576	7	0
Palm Beach (Jaguar)	1,300	0	0	1,951	7	0
Gran Turismo	1,700	0	0	2,551	7	0
ALVIS						
Graber	2,300	0	0	3,451	7	0
Graber convertible	Export only					
A-SIDDELEY						
Sapphire 346	1,100	0	0	1,651	7	0
(automatic)	1,195	0	0	1,793	17	0
Limousine	1,910	0	0	2,866	7	0
(automatic)	2,099	0	0	3,149	17	0
ASTON MARTIN						
DB Mk. III	2,050	0	0	3,076	7	0
Drophead coupé	2,300	0	0	3,451	7	0
ASTRA						
Utility	308	0	0	471	16	0
AUSTIN						
A.35 2-door	379	0	0	569	17	0
2-door de luxe	387	15	0	582	19	6
A.35 4-door	396	10	0	596	2	0
4-door de luxe	400	0	0	601	7	0
A.35 *Countryman*	444	0	0	667	7	0
A.55	538	0	0	808	7	0
A.55 *de luxe*	570	0	0	856	7	0
A.95 Westminster	689	0	0	1,034	17	0
A.95 *de luxe*	719	0	0	1,079	17	0
A.95 *Countryman*	834	0	0	1,252	7	0
A.105	823	0	0	1,235	17	0
(automatic)	885	10	0	1,329	12	0
Gipsy	650	0	0	650	0	0
Gipsy diesel	755	0	0	755	0	0
AUSTIN-HEALEY						
100-Six	817	0	0	1,226	17	0
BENTLEY						
Series S	3,695	0	0	5,543	17	0
L.W.B.	4,595	0	0	6,893	17	0
Freestone and Webb	5,187	0	0	7,781	17	0
Hooper	4,990	0	0	7,486	7	0
H. J. Mulliner	5,455	0	0	8,183	17	0
James Young	4,915	0	0	7,373	17	0
Continental						
H. J. Mulliner	5,275	0	0	7,913	17	0
Four-door	5,355	0	0	8,033	17	0
Park Ward	4,995	0	0	7,493	17	0
BERKELEY						
Two-seater 328 c.c.	332	7	6	499	18	3
492 c.c.	381	15	4	573	19	10
492 c.c. hardtop	397	14	7	597	18	11
B.M.W.						
501	1,638	0	0	2,458	7	0
502 2.6-litre	1,792	0	0	2,687	7	0
502 3.2-litre	2,220	0	0	3,581	7	0
503	3,200	0	0	4,801	7	0
507	2,800	0	0	4,201	7	0
BORGWARD						
Isabella	830	0	0	1,246	7	0
Isabella estate car	880	0	0	1,321	7	0
Touring Sport	950	0	0	1,426	7	0
TS coupé	1,330	0	0	1,996	7	0
Hansa 2400	1,500	0	0	2,251	7	0
BRISTOL						
405	2,390	0	0	3,586	7	0
405 Convertible	2,450	0	0	3,767	7	0
BUICK						
63 Century	2,175	0	0	3,263	17	0
CADILLAC						
6309 Fleetwood	3,425	0	0	5,138	17	0
6239D sedan de ville	3,125	0	0	4,688	17	0
CHEVROLET						
Bel-Air	1,410	0	0	2,116	7	0
Bel-Air Sport	1,440	0	0	2,161	7	0
Bel-Air Convertible	1,555	0	0	2,333	17	0
Nomad estate car	1,500	0	0	2,251	7	0
Corvette	1,906	0	0	2,860	7	0
CHRYSLER						
300C	2,740	0	0	4,111	7	0
300C convertible	2,960	0	0	4,441	7	0
Imperial	2,885	0	0	4,328	17	0
Crown	3,045	0	0	4,568	17	0
CITROEN						
2 c.v.	389	0	0	598	7	0
DS19	1,150	0	0	1,726	7	0
CONTINENTAL						
Mark II coupé	4,900	0	0	7,351	7	0
DAIMLER						
Century II	1,119	2	0	1,680	0	0
One-O-Four	1,595	15	4	2,395	0	0
DK400A	2,795	15	4	4,195	0	0
DK400B	2,875	15	4	4,315	0	0
Hooper limousine	4,385	0	0	6,578	17	0
D.B.						
Rally HBR 5	1,299	2	0	1,950	0	0
DELLOW						
Mark VI	575	0	0	862	17	0
Mark VI sports	625	0	0	938	17	0

	U.K. List Price · With Tax £	s	d	£	s	d
D.K.W.						
Fixed-head coupé	765	0	0	1,148	17	0
Four-door	798	0	0	1,198	7	0
Universal estate car	830	0	0	1,246	7	0
1000 fixed-head coupé	850	0	0	1,276	7	0
DODGE						
Custom Royal	2,040	0	0	3,061	7	0
EDSEL						
Pacer	1,741	8	0	2,613	9	0
Citation hardtop	2,165	12	0	3,249	15	0
FACEL VEGA						
FVS hardtop	3,150	0	0	4,726	7	0
(automatic)	2,980	0	0	4,471	7	0
FAIRTHORPE						
Automota	426	0	0	640	7	0
Electron Minor	479	0	0	719	17	0
Electron	769	0	0	1,154	17	0
FIAT						
500	350	0	0	526	7	0
500 de luxe	370	0	0	556	7	0
600	432	0	0	649	7	0
600 convertible	452	0	0	679	7	0
Multipla 4/5	532	0	0	799	7	0
Multipla 6	540	0	0	811	7	0
1100	578	10	0	869	2	0
1200 Full Light	798	10	0	1,199	2	0
1400B	774	0	0	1,162	7	0
1900B	980	0	0	1,471	7	0
1900B four-light	1,385	0	0	2,078	17	0
FORD						
Popular	295	0	0	443	17	0
Anglia	380	0	0	571	7	0
Anglia de luxe	400	0	0	601	7	0
Prefect	415	0	0	623	17	0
Prefect de luxe	438	0	0	658	7	0
Escort	434	0	0	652	7	0
Squire	463	0	0	695	17	0
Consul	545	0	0	818	17	0
Consul de luxe	580	0	0	871	7	0
Consul convertible	660	0	0	991	7	0
Consul estate car	710	0	0	1,066	7	0
Zephyr	610	0	0	916	7	0
(automatic)	725	0	0	1,088	17	0
Zephyr convertible	778	0	0	1,168	7	0
Zephyr estate car	775	0	0	1,163	17	0
Zodiac	675	0	0	1,013	17	0
(automatic)	790	0	0	1,186	7	0
Zodiac convertible	873	0	0	1,310	17	0
Zodiac estate car	845	0	0	1,268	17	0
FORD (Canadian)						
Custom 300	1,307	0	0	1,961	17	0
Fairlane 500 Town	1,377	0	0	2,066	17	0
500 *Town Victoria*	1,409	0	0	2,144	17	0
Ranch Wagon	1,362	0	0	2,044	7	0
FORD (Germany)						
12M	702	0	0	1,054	7	0
15M	763	0	0	1,145	17	0
17M	(price not yet announced)					
FRAZER NASH						
Gran Turismo	2,166	0	0	3,250	7	0
Sebring	2,166	0	0	3,250	7	0
GOGGOMOBIL						
T.300	329	0	0	494	17	0
T.400	342	6	0	514	16	0
TS.300	416	0	0	625	7	0
TS.400	428	13	4	644	7	0
TS.300 convertible	458	0	0	688	17	0
TS.400 convertible	471	0	0	707	17	0
HILLMAN						
Minx II Special	498	0	0	748	7	0
Minx II de luxe	529	0	0	794	17	0
Two-tone	539	0	0	809	17	0
Minx II convertible	598	0	0	898	7	0
Minx II estate car	625	0	0	938	17	0
Husky	465	0	0	698	17	0
HUDSON						
Rambler de luxe	1,250	0	0	1,876	7	0
Rambler Super	1,285	0	0	1,928	17	0
Estate Car	1,375	0	0	2,063	17	0
Rambler Custom	1,350	0	0	2,026	7	0
Ambassador Super	1,630	0	0	2,446	7	0
Custom	1,700	0	0	2,551	7	0
Estate car	1,795	0	0	2,693	17	0
HUMBER						
Hawk II	840	0	0	1,261	7	0
(automatic)	955	0	0	1,433	17	0
Hawk II estate car	975	0	0	1,463	17	0
Touring limousine	920	0	0	1,381	7	0
ISETTA (Gt. Britain)						
300	255	1	8	389	19	6
Luxury Plus	265	15	0	399	19	6
600	319	0	0	479	17	0
JAGUAR						
2.4	966	0	0	1,495	7	0
Special equip. model	1,019	0	0	1,529	17	0
3.4	1,114	0	0	1,672	7	0
XK 150 hardtop	1,175	0	0	1,763	17	0
(automatic)	1,303	0	0	1,955	17	0
Special equip. model	1,292	0	0	1,939	7	0
Convertible	1,195	0	0	1,793	17	0
Roadster	Export only					
Mark VIII	1,219	0	0	1,892	17	0
(automatic)	1,331	0	0	1,997	17	0
JENSEN						
541	1,435	0	0	2,153	17	0
541 de luxe	1,750	0	0	2,626	7	0
541 R	1,910	0	0	2,866	7	0
Interceptor	1,800	0	0	2,701	7	0

(Continued overleaf)

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1956 **HILLMAN** Minx Series I de Luxe, finished in antelope brown/pearl grey, one owner £695

1957 **JAGUAR** 3.4-litre saloon, finished in Cotswold blue, fitted automatic gearbox, 4,000 miles £1,695

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1955 **RILEY** Pathfinder saloon, finished in black, fitted heater, one owner £795

1957 **ROVER** 105R saloon, finished in black, fitted radio, heater, 9,000 miles £1,475

1958 **WOLSELEY** 1550 saloon, finished in maroon, maroon upholstery, fitted manumatic clutch, 1,900 miles only £945

1956 Mark VII **JAGUAR** saloon, finished in grey, automatic gearbox, 16,000 miles, one owner £1,195

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NEW CAR PRICES

	U.K. List Price · With Tax £	s	d	£	s	d
LAGONDA						
3-litre	1,995	0	0	2,993	17	0
LANCIA						
Appia Series II	1,125	0	0	1,668	17	0
Aurelia Gran Turismo	2,230	0	0	3,346	7	0
Flaminia	2,500	0	0	3,751	7	0
LINCOLN						
Capri	2,682	0	0	4,024	7	0
Première	2,910	0	0	4,336	7	0
LLOYD						
LP 600	390	0	0	586	7	0
LC 600 Cabrio	427	0	0	641	17	0
LS 600 Combi	405	0	0	608	17	0
LOTUS						
Seven	690	0	0	1,036	7	0
Elite	1,300	0	0	1,951	7	0
Sports	1,021	0	0	1,511	2	0
Club	1,309	0	0	1,937	7	0
Le Mans 75	1,625	0	0	2,405	4	0
MEADOWS						
Frisky	299	0	0	449	17	0
Friskysport	322	0	0	484	7	0
MERCEDES-BENZ						
180	1,195	0	0	1,793	17	0
180D (diesel)	1,295	0	0	1,889	17	0
190	1,250	0	0	1,876	7	0
190SL	1,930	0	0	2,896	7	0
219	1,430	0	0	2,146	7	0
220S	1,595	0	0	2,393	17	0
300 automatic	3,600	0	0	5,401	7	0
300SL Roadster	3,750	0	0	5,626	7	0
MERCURY (American)						
Monterey Fordor	1,634	0	0	2,452	7	0
Montclair Fordor	1,893	0	0	2,840	17	0
Phaeton	1,924	10	0	2,888	2	0
Convertible	1,979	0	0	2,969	17	0
MERCURY (Candian)						
Monterey Fordor	1,481	0	0	2,222	17	0
Monterey Phaeton	1,640	0	0	2,461	7	0
Montclair Fordor	1,716	0	0	2,575	7	0
Montclair Phaeton	1,765	0	0	2,648	17	0
METROPOLITAN						
Hardtop	498	10	0	749	2	0
Convertible	516	0	0	775	7	0
M.G.						
A	663	0	0	995	17	0
Hardtop	724	0	0	1,087	7	0
Magnette	714	0	0	1,072	7	0
MORGAN						
4/4 Series II	498	0	0	748	7	0
Competition	550	0	0	826	7	0
Plus 4 (TR) 2-seater	645	0	0	968	17	0
Convertible	693	0	0	1,040	17	0
2-seater (Vanguard)	594	0	0	892	7	0
Convertible	641	0	0	962	17	0
MORRIS						
Minor 1000 2-door	416	0	0	625	7	0
2-door de luxe	433	10	0	651	2	0
4-door	441	0	0	662	17	0
4-door de luxe	462	0	0	694	7	0
Minor tourer	416	0	0	625	7	0
Minor tourer de luxe	433	0	0	651	12	0
Minor Traveller	471	10	0	708	12	0
Minor Traveller de luxe	488	10	0	734	2	0
Cowley	555	10	0	834	12	0
Oxford III	589	0	0	884	17	0
Oxford Traveller	665	0	0	999	17	0
Isis II	607	0	0	911	17	0
(automatic)	712	0	0	1,069	7	0
Isis II de luxe	650	0	0	961	7	0
Isis Traveller	725	10	0	1,089	12	0
NASH						
Rambler Custom	1,350	0	0	2,026	7	0
Rambler Custom S.W.	1,440	0	0	2,161	7	0
Ambassador Vee-8 Custom	1,700	0	0	2,551	7	0
Custom S.W.	1,795	0	0	2,693	17	0
OLDSMOBILE						
88	1,820	0	0	2,731	7	0
Super 88	1,965	0	0	2,948	17	0
98	2,260	0	0	3,391	7	0
PACKARD						
4-door Sedan	1,680	0	0	2,521	7	0
Station Wagon	1,745	0	0	2,623	17	0
Hawk Hardtop	2,004	0	0	3,007	7	0
PANHARD						
Dyna Grand Standing	702	8	8	1,055	0	0
Convertible	1,032	8	8	1,550	0	0
PEERLESS						
G.T. 2-litre	998	0	0	1,498	7	0
PEUGEOT						
203	633	9	1	952	8	2
403	796	2	11	1,195	11	5
403 station wagon	865	0	0	1,298	17	0
PLYMOUTH						
Savoy Vee-8	1,718	0	0	2,578	7	0
Belvedere Convertible	1,790	0	0	2,686	7	0
Savoy Suburban	1,915	0	0	2,773	17	0
Fury	1,890	0	0	2,971	7	0
PONTIAC						
Chieftain Catalina	1,980	0	0	2,971	7	0
Bonneville Custom	2,300	0	0	3,461	7	0
Super Chief Catalina	2,040	0	0	3,061	7	0
Star Chief Catalina	2,150	0	0	3,226	7	0
PORSCHE						
356A/1600 fixed head	1,300	0	0	1,996	7	0
Hardtop (detachable)	1,450	0	0	2,176	7	0
Cabriolet (detachable)	1,490	0	0	2,236	7	0
356A/1500 fixed head	2,100	0	0	3,151	7	0
PORSCHE (cont.)						
Hardtop Carrera	2,220	0	0	3,331	7	0
Cabriolet Carrera	2,260	0	0	3,391	7	0
PRINCESS						
IV	2,250	0	0	3,376	7	0
IV limousine	2,360	0	0	3,541	7	0
L.W.B.	2,150	0	0	3,226	7	0
L.W.B. limousine	2,150	0	0	3,226	7	0
RENAULT						
750	437	0	0	656	17	0
Dauphine	530	0	0	796	7	0
(Ferlec clutch)	555	10	0	834	12	0
Frégate de luxe	894	10	0	1,343	2	0
Domaine estate car	894	10	0	1,343	2	0
Grand Pavois Transfluide	1,027	10	0	1,542	12	0
RILEY						
One-point-five	575	0	0	863	17	0
Two-point-six	940	0	0	1,411	7	0
(automatic)	1,045	0	0	1,568	17	0
ROLLS-ROYCE						
Silver Cloud	3,795	0	0	5,693	17	0
Limousine	4,595	0	0	6,893	17	0
Freestone and Webb	5,282	0	0	7,924	7	0
Hooper	5,085	0	0	7,628	17	0
H. J. Mulliner	5,550	0	0	8,326	7	0
James Young	5,010	0	0	7,517	7	0
Silver Wraith						
Freestone and Webb limousine	5,638	0	0	8,458	7	0
Freestone and Webb 7-passenger limousine	5,752	0	0	8,629	7	0
Park Ward	5,495	0	0	8,243	17	0
Park Ward 7-passenger limousine	5,085	0	0	8,708	17	0
H. J. Mulliner	5,625	0	0	8,438	17	0
Hooper limousine	5,580	0	0	8,371	7	0
Hooper 7-passenger	5,805	0	0	8,708	17	0
James Young	5,680	0	0	8,521	7	0
ROVER						
60	883	0	0	1,325	17	0
75	963	0	0	1,445	17	0
90	999	0	0	1,499	17	0
105S	1,088	0	0	1,633	7	0
105R	1,124	0	0	1,687	7	0
105R de luxe	1,155	0	0	1,733	17	0
Land-Rover 88	630	0	0	630	0	0
Diesel	730	0	0	730	0	0
S.W.B. Estate car	750	0	0	1,058	17	0
S.W.B. Diesel	805	0	0	1,208	17	0
L.W.B.	815	0	0	1,223	17	0
SIMCA ARONDE						
1300 Elysée	592	0	0	889	7	0
Montlhéry	616	0	0	925	7	0
Grande Large (Flash)	665	0	0	998	17	0
Grande Large (Special)	692	0	0	1,039	7	0
SIMCA VEDETTE						
Beaulieu	965	10	0	1,449	12	0
SINGER						
Gazelle	598	0	0	898	7	0
Convertible	665	0	0	998	17	0
Estate Car	695	0	0	1,043	17	0
SKODA						
440	575	0	0	863	17	0
1201	640	0	0	961	7	0
1201 estate car	695	0	0	1,043	17	0
450 convertible	725	0	0	1,088	17	0
STANDARD						
Eight	425	0	0	637	17	0
Super Ten	435	0	0	653	17	0
Pennant	485	0	0	728	17	0
Companion estate car	495	0	0	743	17	0
Ensign	599	0	0	899	17	0
Vanguard III	675	0	0	1,013	17	0
(automatic)	790	0	0	1,186	7	0
Estate car	765	0	0	1,148	7	0
Sportsman	820	0	0	1,231	7	0
STUDEBAKER						
Scotsman 2-door	1,130	0	0	1,696	7	0
Estate car	1,240	0	0	1,861	7	0
Commander 2-door	1,400	0	0	2,101	7	0
President 2-door	1,490	0	0	2,236	7	0
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Rapier	695	0	0	1,043	17	0
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TR3	699	0	0	1,049	17	0
Hardtop	734	0	0	1,102	7	0
TURNER						
A.35 Sports	575	0	0	862	17	0
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T	265	8	8	399	10	0
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Victor	498	0	0	748	7	0
Victor Super	520	0	0	781	7	0
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(Two-pedal control)	17	0	0	25	10	0
Velox III	655	0	0	983	17	0
Cresta II	715	0	0	1,073	17	0
VOLKSWAGEN						
Standard saloon	435	0	0	653	17	0
De luxe	505	0	0	758	17	0
Convertible	682	10	0	1,025	2	0
Karmann-Ghia coupé	822	10	0	1,235	2	0
WOLSELEY						
1500	530	0	0	796	7	0
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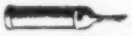

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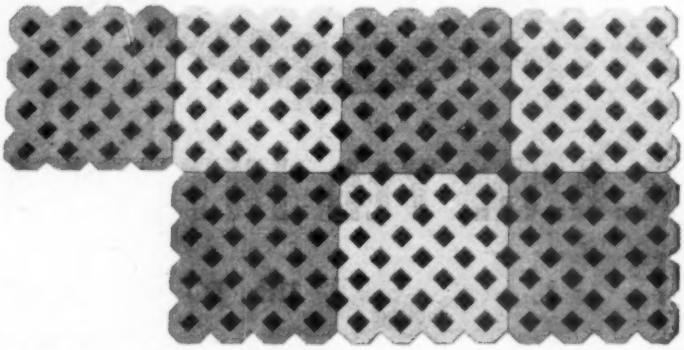

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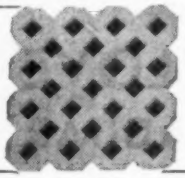

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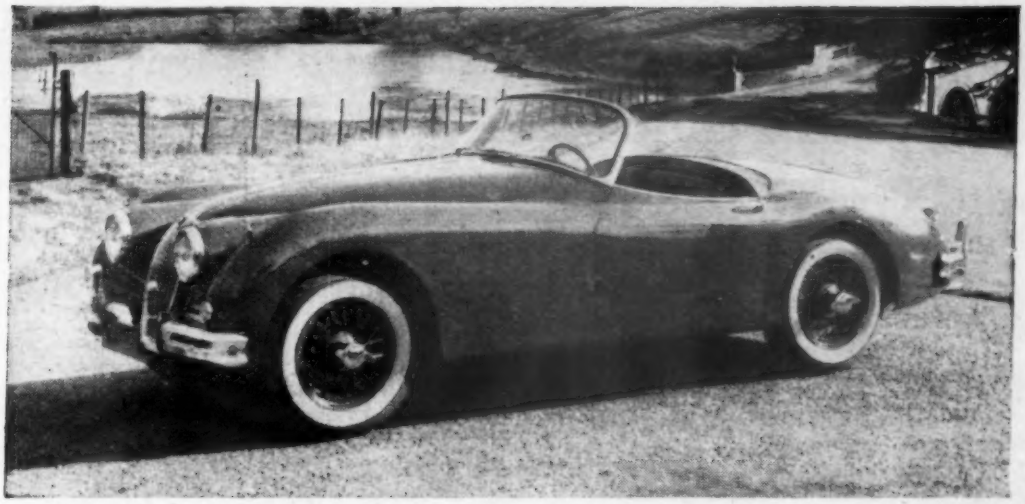

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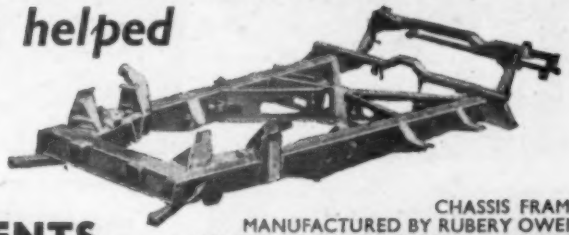

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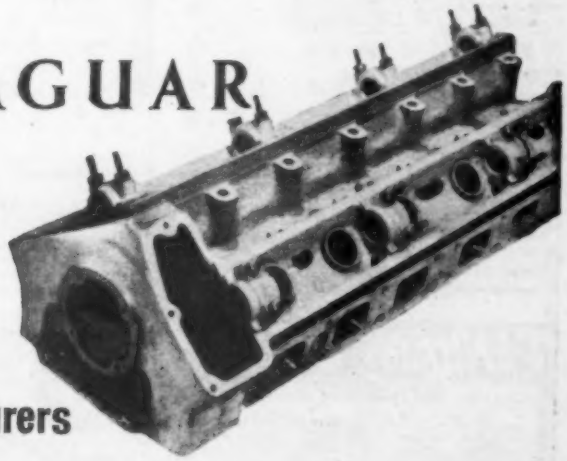

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1957 **HILLMAN** de luxe saloon, fitted radio and heater, one owner £725
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1957 FORD Consul Mark II, blue, heater, 12,000 miles only	£745 0 0
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1952 (Nov.) MORRIS Oxford, radio	£425

227 HAMMERSMITH ROAD, LONDON, W.6
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1950 ROVER 75	£525
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1952 JAGUAR Mark VII duo tone, radio, etc.	£565
1949 CITROEN Light 15 Very good condition	£295
1952 PONTIAC 2-door saloon, radio, L.H.D., blue and cream	£585

101-103 CHISWICK HIGH RD., LONDON, W.4
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1955 **BENTLEY** Mark VI "R" Type standard steel saloon, 15,000 miles only **£3,100**

1958 (March) **RILEY** 2.6 Automatic gearbox saloon. Transistor radio with power aerial. Duo grey, 700 miles only. Available through illness. Price asked shows a substantial saving on original cost **£1,475**

1957 **JENSEN** 541 saloon, overdrive, heater, turbo discs, latest radio mobile. One owner. 11,000 miles. Originally supplied by us **£1,825**

1957 (April) **ARMSTRONG SIDDELEY** Sapphire automatic saloon. Genuine 8,000 miles from new. One owner. Quite as new **£1,475**

1956 (August) **ARMSTRONG SIDDELEY** Sapphire 346 automatic saloon, Corinthian green. Genuine 20,000 miles only. Radio. Faultless condition **£1,175**

1957 **ROVER** 105 S saloon, radio, 9,000 miles **£1,450**

1956 **ROVER** 90 saloon, black, red hide. One owner. 16,000 miles. Supplied by ourselves. As new **£1,150**

1956 **ROVER** 90 saloon. One owner. Radio. Faultless condition **£1,095**

1958 (Model) **AUSTIN** A95 Countryman Estate car. Court grey/red hide. 2,000 miles only. One owner. Fitted roof rack... **£1,135**

1957 **FORD** Zodiac. 9,000 miles only. One owner. Faultless condition **£885**

1955 **HUMBER** Hawk saloon. Heater. Genuine 16,000 miles..... **£695**

1955 **VOLKSWAGEN** Karmann Convertible Cabriolet. Radio and heater **£665**

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1958 **HILLMAN** Minx Special saloon, heater, 2,000 miles only..... **£725**

1957 **MORRIS** Oxford saloon, manumatic drive, radio, 2,000 miles only **£895**

1956 **DAIMLER** Century saloon, 3,300 miles only **£1,295**

1958 **HILLMAN** Minx de Luxe saloon, extras, 4,000 miles only **£755**

1957 **AUSTIN** A105 saloon, radio, overdrive, many extras, 5,000 miles only **£1,125**

1957 **MORRIS** Isis Series III de Luxe saloon, extras, 5,000 miles only..... **£875**

1957 **DAIMLER** Century automatic saloon, 6,000 miles only **£1,495**

1957 **OLDSMOBILE** 88 Holiday sedan, Hydramatic, radio, heater, many extras, 9,000 miles only **£2,395**

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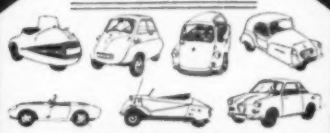

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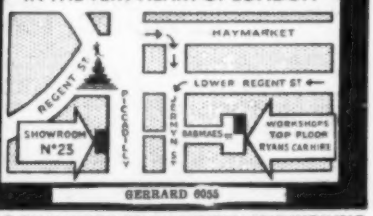

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o 'The Autocar,' Dorset House, Stamford Street, London, S.E.1."

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

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ANTHONY CROOK, new and used cars, over 80 m.p.h., 44 m.p.g., with standard Fiat 600 coachwork; also Zagato-bodied 2-seater saloon, 100mph, sole concessionaires for U.K.—Esher, Surrey. Tel. 4580. [C1063

A.C.

ANTHONY CROOK, A.C. distributors, new and used models in stock, our specially equipped works are situated within a few minutes of the A.C. car factory.—Sales—High St., Esher. Tel. 4580. Service—Hersham, near Walton-on-Thames (Tel. Walton 687). [C1063

F. FLETCHER & Co., Ltd., offer:—

1949 2-litre saloon, grey with red leather upholstery, extremely pleasing appearance, with late modifications, etc., and fitted with radio and heater, in excellent condition throughout; £595.

1952 2-litre saloon, grey with red upholstery, fitted with radio and heater, twin spot lights, Fram screen washers and wing mirrors, in excellent condition throughout; £495.

H.P. terms and part exchanges.

SHOWROOMS: 69, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [4248

AZ MOTORS offer 1950 2-litre saloon, wonderfully smooth ride; sacrifice £395!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

ACECA/BRISTOL 1955 series, 7,000 miles since Bristol unit fitted, perfect condition, radio, private owner offers at realistic price.—Claydon 257. [4155

£325.—Late 1949 A.C. open sports 4-seater by Buckland, maroon with beige interior, radio, excellent weather equipment, well above average condition.

AUTOMO Ltd., 229, Westend Lane, N.W.6. Hampstead 3450. [C1150

GATEHOUSE offer choice of four A.C.s including Buckland tourer, all in excellent condition; from £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

1949 A.C. saloon de luxe, 2-litre, finished in unmarked black with grey leather interior, fitted radio, twin chrome pass lamps, this car is in excellent condition throughout and open to any trial, far above average; £545.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000

425gns.—A.C. 1951 2-litre Buckland sports tourer, Cambridge blue, beige leather, heater, unmarked; written guarantee, choice of 3 A.C.s, terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

AT least £100 less than any other in similar condition! Magnificent A.C. 2-litre saloon, Nov. 1950, grey, red leather, heater, demisters, washers, hand spot, only 6,000 miles since engine completely reconditioned by specialists.—Ambassador 4250, evenings or week-ends. Bargain at £395 o.n.o. H.p. arranged. [4323

A.C. PETITE

1957 350cc A.C. Petite, self starter, spare wheel, one owner, low mileage; £325/10; terms, exchanges.—Claude Rye, Ltd., 895-921, Fulham Rd., S.W.6. Renown 6174. [4102

A.C. Cars Wanted

A.C. Aceca-Bristol required by private cash buyer.—Box 5090. [4129

1955-7 A.C. Ace, in first-class condition, wanted privately.—Box 5715. [4339

ROWLAND SMITH'S the A.C. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good A.C.—H. F. Edwards, 154 Great Titchfield St., London, W.1. Langham 0012. [W2005

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.6. Mountview 4444. [W2021

A.C. Spares and Service

FOR good used A.C. saloons and Bucklands, specialised repairs and spares, contact.—Fletcher & Co., 32, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [0596/R

IMPORTANT NOTICE

EASTER PRESS ARRANGEMENTS for CLASSIFIED ADVERTISEMENTS

The issue dated
APRIL 4th
will close for press
Midday MONDAY, MARCH 31st
for **"Used Cars for Sale and Wanted"**
Other classifications midday FRIDAY, MARCH 28th

The issue dated
APRIL 11th
will close for press
Midday TUESDAY, APRIL 8th
for **"Used Cars for Sale and Wanted"**
Other classifications midday THURSDAY, APRIL 3rd

ALFA-ROMEO

CONNAUGHT ENGINEERING offer:—

ALFA-ROMEO 1900 Super, right-hand drive, 1955, finished in Alfa red, very low mileage; and most meticulously maintained, a very fine example of this beautiful car, fitted with all the usual extras; highly recommended at the price of £1,650.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1152

RODNEY HOWARD & Co., Ltd., offer:—

1948 Alfa-Romeo 2½-litre Gran Turismo saloon, Superleggera body, cost £5,100 offered at £645.—16, Albermarle St., London, W.1. Hyde Park 7166. [C2136

1957 Alfa-Romeo 1300 Giulietta Sprint, nominal mileage, fully guaranteed, Alfa red; £2,100. —Below.

1958 Series Alfa-Romeo Spider Veloce Farina body, fitted Italian hardtop, nominal mileage, exceptional performance; £2,695.

COUNTY CARS, Ltd., 50, Oldham Rd., New Cross, Manchester, 4. Central 9257. [5999

1957 (July) Giulietta Sprint, 11,000 miles, one owner, Michelin X, central gear change, as new, £2,185.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

J. H. BARTLETT.—Alfa-Romeo 1957 Guilietta Spyder, £1,975; Alfa-Romeo 2.9 2-seater, choice of two, at £975 and £795; Alfa-Romeo 2.3 Farina drop head coupe, £875; Alfa-Romeo 2.5 saloon, £575.—27, Pembridge Villas, W.11. Bayswater 0523. [C1013

ALFA-ROMEO Giulietta, Sprint 1956 model, actual Paris and London show car, registered November, 1955, one owner from new, no rallies or racing, finished in ivory and duo grey interior, numerous extras, 26,000 miles, just had £180 overhaul; a perfect specimen of this fine model; £1,475.—Polegate Motor Co., Ltd., Eastbourne Rd., Polegate, nr. Eastbourne, Sussex. Polegate 302. [4161

SALES & WANTS
Turn to Page 92 for Advertisement Form

Alfa-Romeo Cars Wanted

J. H. BARTLETT require Alfa-Romeo Giulietta.—27, Pembridge Villas, W.11. [W1013

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0124/R

ALLARD

ALLARD P1 saloon, immaculate condition throughout; £325.

ADLARDS MOTORS, Ltd. (main Allard distributors), 5, Keswick Rd., S.W.15. (Vandyke 1133.) [0012/R

1949 Allard sports saloon, green with brown leather, exceptionally fast car; £545.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097

1949 drop head coupe, black, brown interior, Standard, V8 unit, mechanically excellent and guaranteed; £395.

TERRIFIC CARS, Ltd., 884, London Rd., Thornton Heath, Surrey. Tel. 3057 or Caterham 4976 [4358

Allard Cars Wanted

ROWLAND SMITH'S, the Allard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

RICHARDS & CARR, Ltd., still the best Allard buyers.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ADLARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—5, Keswick Rd., S.W.15. Vandyke 1133. [0148/R

GOOD Allard required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ALVIS

BROOKLANDS OF BOND STREET.

SOLE London distributors.

FOR particulars of the new Alvis 3-litre by Park Ward.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

GATEHOUSE offer:—

1950 Alvis TA 2-seater sports, immaculate, red; £475.

1951 3-litre 1952 conversion saloon; £625.

1948 Alvis TA drop head coupes, choice of 2; £450.

1952 (Sept.) Alvis 3-litre saloon; £645.

1938 Alvis 12/70 tourer, green; £255.

1938 Alvis 4.3 Charlesworth saloon, immaculate, tyres good, heater, car requires seeing, finest specimen in London; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

ERIC HAYES, Ltd., offer:—

1952 Alvis 3-litre saloon, blue, red interior, loose covers, one owner, 28,000 miles only, complete history, superb car; £685.

1952 Alvis 3-litre Tickford foursome coupe, grey with red hood and interior, radio, heater, radiator blind, Ace Rimbellishers, special hand-control shock absorbers; £625.

1948 Alvis 14 sports saloon, one owner, complete history; £395.—13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2033

RODNEY HOWARD & Co., Ltd., offer:—

1951 Alvis 3-litre saloon, two-tone black and grey with red interior, fitted radio, heater, in most beautiful condition throughout; £545.—16, Albemarle St., London, W.1. Hyde Park 7166. [C2136

CAT MOTORS for value, offer 3 rare birds for the connoisseur, all one-owner cars.

1953 sports roadster, export model, l.h.d., 336gns.

1952 3-litre convertible, heater, taxed, outstanding specimen; 295gns.

1954 Grey Lady convertible, lavishly appointed, radio, heater, wire wheels, full tonneau cover, radiator blind, twin spots, Town and Country tyres, etc., etc., taxed December 31, '58; unrepeatable, 650gns. —Tel. Euston 1926. Evening Primrose 3252. [C1158

1948 Alvis drop head coupe, a specialist car bargain; £355.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C4019

F

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

ALVIS TA14 1947 shooting brake, 3 doors, good tyres, brakes, body, etc.; £250.—Amersham 489. [4333

BRUTONS.—1949 Alvis 14 saloon, green, beige interior, wireless, reconditioned engine, excellent condition; £450.—Beckenham 9201. [C1104a

1948 Alvis 14hp sports saloon, excellent condition inside and out, heater; £375 o.n.o.—Flaxman 3899. [4299

1953 Alvis 3-litre TC21, 2-tone blue, radio, heater, fog lights, seat covers, new tyres, one owner from new, except. cond., three month's guarantee.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. Rusholme 2874. [2111

1948 Alvis 14hp d.h. coupe, black with fawn upholstery, maintained regardless of cost, heater, Dunlop tubeless tyres, absolutely immaculate; £465.—Caffyns, Ltd., Seaford. Tel. 3264. [4111

1951 Alvis 3-litre saloon, with '52 mods., duo-tone grey, radio, heater, washers, twin spots, excellent condition; £495.—Howard Long, Crowle, near Scunthorpe. Tel. Crowle 719. [4028

1937 Alvis 4.3, superb four-seater tourer, aluminium coachwork, Vanden Plas new hood, genuine 50,000, excellent condition.—Mrs. Eyre, Montfort House, Chigwell Row, Essex. [5697

1939 Alvis 4.3-litre foursome drop head coupe, black, red interior and hood, unique opportunity to acquire beautifully made car in excellent condition; £285.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

1951 (October) Alvis 3-litre saloon, black with brown hide upholstery, 51,600 miles, good tyres, twin S.U. carburettor conversion, H.M.V. radio, heater, one owner, good condition; £675.—Tel. Ross, Watford 4407. [4017

365 gns.—Alvis 14 1949 drophead coupe, excellent condition, written guarantee, choice of 4 drop-heads; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TANKARD & SMITH, Ltd., offer 1952 Alvis 3-litre TA saloon, finished in black with fawn upholstery; fitted with radio and heater, superb condition; £675; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4025

ALVIS, 1952, 3-ltr. Tickford d.h.c., black and green, new plastic hood and lining this winter, new battery; complete engine overhaul, 12,000 miles, Cromard liners, 50lb pressure, 22 mpg; the entire car in first-class condition throughout; £625 o.n.o.; week-ends please.—Wright, West close, Summerley, Bognor Regis. Tel. Middleton-on-Sea 2181. [4150

1952 (July) Alvis T.A.21, twin S.U. 3-litre, maroon saloon, beige leather upholstery, sunshine roof, heater, radio, radiator blind, other extras; genuine only 27,250 miles; really first-class condition, excellent top gear performance, too powerful for original owner, now over 50, who will part for £595 o.n.o.—Fielden, 4, The Meade, Wilmslow, Cheshire. [4162

1952-3 Alvis 21/90 Sportsman's saloon, this car is in really immaculate condition throughout, fitted every conceivable extra, push-button radio, heater, demister, latest type tartan nylon loose covers, twin chrome passlamps, screenwashers, twin chrome exterior mirrors, full tool kit and instruction books, a very fine example in far above average condition; £595, terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester 6. Pendleton 3457. [C3000

Alvis Cars Wanted

TC 21/100 saloon wanted by private buyer.—Rickmansworth 3945. [4148

PRIVATE buyer East Midlands wants late model low-mileage, immaculate Alvis 14 or Lea-Francis 14 saloon.—Box 5055. [4311

XXX Excellent cash price offered for good Alvis.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

ROWLAND SMITH'S, the Alvis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview 4444. [W2021

GREY Lady, low mileage, T.C. 21/100.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 8445/6. [W1046

Alvis Spares and Service

SERVICE and spare for Alvis cars.

J. JAMES (LONDON) Ltd., 852, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0094/R

MANCHESTER.—Alvis repairers and spares; main agents.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 3. Rus. 2874-5. [0653/R

ALVIS-HEALEY

£595.—1952 Alvis-Healey, recently repainted Reno red, fitted detachable hard top, radio, heater, etc., a very fine example.—Apply Sportscraft, Maida Vale 1566. [4147

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd., offer:—

1957 Ford Fairlane, new; £2,050.

1951 Packard 8 saloon, automatic, r.h.d.; £695.

1948 Ford V8 saloon; £465.

1953 Ford 6 saloon; £675.

1953 Plymouth saloon, overdrive, radio, heater; £695.

1950 Cadillac 2-door; £725.

1951-2 Chevrolet convertible; £550.

1955 Hudson Station Wagon; £825.

1957 Chevrolet Bel-Air; £1,850.

1957 Ford Fairlane Station Waggon, automatic 9-seater.

1940 Packard limousine 7-seater; £295.

91—95, Fulham Rd., south Kensington, S.W.3.

KENSINGTON 4858-9. [C4028

AMERICAN CARS

LEX

BRITAIN'S leading dealers in all makes of American cars.

1958 Oldsmobiles, Chevrolets and American Fords for immediate delivery; telephone or write now for illustrated brochure—or better still—ask for a demonstration run at any time convenient to you.

1957 Oldsmobile Super 88 convertible coupe, unregistered, Alkan white with black and white de luxe interior trim, black power-operated hood, Hydramatic transmission, power steering and power brakes, heater, defroster, super de luxe radio and many other extras.

EDSEL Pacer 4-door saloon, green and fawn with green interior, push-button automatic transmission, power steering and power brakes, radio, heater, defroster, electric window lifts, electric 4-way seat adjuster; this is the only second-hand Edsel in the U.K.

1958 Chevrolet Bel Air 4-door pillarless saloon, V8 engine, 2-tone blue, Powerglide, radio, heater.

1956 Oldsmobile Super 88 convertible, red and grey, red upholstery, power-operated hood, power steering, power brakes, electric seat adjuster, de luxe radio, heater and many other extras.

1955 Oldsmobile Super 88 4-door sedan, grey, Hydramatic transmission, power steering and power brakes, de luxe radio, heater, defroster.

1954 Oldsmobile Starfire 98, Alkan white with blue and white interior, power-operated hood, power steering and power brakes, automatic transmission, autronic eye, electric two-way seat adjuster, electric window lifts, radio.

1955 Dodge Kingsway de luxe 6, black with green cloth interior, right-hand drive, radio and heater.

1956 Buick Special, black and white, automatic transmission, radio and heater.

1956 Ford V8 Fairlane Sunliner convertible black with red and white leather upholstery and white power-operated hood, power steering and power brakes, radio and heater, and many other extras.

1955 Pontiac Chieftain, duo-green, heater, windscreen washers, spotlamp and radio.

AGENTS for Chevrolet and American Fords.

SOLE U.K. distributors for Oldsmobile.

LEX, Forty Ave., Wembley, Middlesex. Tel. Arnold 3970; and 2, Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [4391

SCOTT CARS offer:—

NEW unregistered 1958 Ford Fairlane 500, right hand drive, Fordomatic transmission, radio heater, list price, part exchange welcomed.

SEE our advertisement under Buick, Cadillac, Chevrolet, Ford Customs, Ford Meteor, Lincoln, Oldsmobile, Studebaker.

SCOTT CARS, 341-347, Finchley Rd., Hampstead London, N.W.3. Hampstead 8676/7779. [C4016

ALEX COWLEY (AUTOMOBILES), Ltd.

ALWAYS have a large and varied selection of '53 to '56 models in stock, including Cadillac, Buick, Chevrolet Oldsmobile, Studebaker, Dodge, convertibles, sedans, ranch wagons.

ALEX COWLEY (AUTOMOBILES), Ltd., 15, Warren St., London, W.1. Euston 2565/1143/8563. [C1111

SIMPSON'S MOTORS (WEMBLEY), Ltd., offer:—

1958 Ford Fairlane 500, new, unregistered, immediate delivery, with Ford-o-matic transmission, r. & h., all extras.

1958 new Pontiac, complete range now available or early delivery, special equipment including new portable radio; prices from £2,950.

1957 Pontiac Star Chief convertible, unregistered, blue and white with r. & h., dual range Hydramatic transmission, all extras.

1957 Lincoln Premier convertible, new, unregistered, every power-assisted extra.

1957 Pontiac Laurentian convertible, unregistered, with Hydramatic transmission, all extras.

1953 Buick Special 2-door Riviera, hard top, Dynaflow, radio and heater, colour grey and black.

1950 Willys Jeep.

1953 Dodge Meadowbrook, heater and overdrive, colour pale blue, one owner.

1951 Oldsmobile convertible, r. & h., colour white with black top.

1951 Chrysler Windsor, heater, fluid drive.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 345, High Rd., Wembley. Tel. 3903/8691. [C4015

1950 Hudson Commodore electric convertible, every extra; £550.

1951 Nash Ambassador saloon; £465.

1951 Studebaker Champion saloon; £450.—Desborough Park Autos, Oxford 78361. [C2129

1957 Mercury Mont Clair, power brakes, power steering, power windows, push-button automatic, all extras.

1957 Ford Fairlane 500 automatic, whitewall tyres, etc.—Tel. Waxlow 1840. [C3109/1

T. SULLIVAN CAR SALES, 113, Gunnersbury Ave., Ealing, W.5. American car specialists.—We always have a large varied selection of American cars. TEL. Acorn 7660, also Euston 8581-2-3, Hounslow 6869. [C4113

1952 grey Chevrolet de luxe; fitted radio, heater, defroster; unused upholstery, good tyres; one owner; £425.—Knightsbridge 2047. [4154

1956 Nash Rambler 4-door Custom sedan, red and grey with matching interior, overdrive, radio and heater and many other extras, low mileage.

NASH CONCESSIONAIRES Ltd., Albany St., N.W.1. Euston 5558. [4217

1957 Fairlane 500, finished delightfully duo-tone grey with gold flash automatic transmission, self-seeking radio and heater, low mileage; terms, exchanges can be arranged.—Tel. Byron 8188 or Waxlow 5028. [C3109

1957 (Sept.) Ford Fairlane Town Victoria 4-door pillarless saloon, blue and cream, r.h.d., radio, heater, automatic gear box, 1,300 miles only, condition as new; £1,895; terms, exchanges.—Northways Garage, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. [C3026

AMERICAN CARS

AZ MOTORS offer 1952 Ford Meteor Customs saloon, splendid condition, radio, heater, unrepeatable offer; £475! Also 1949 Ford r.h.d. saloon, Whitewalls, heater, gift, £295!—Palmerston Rd., N.W.6. Mai. 4723. [C1011

1955 (Nov.) Nash Ambassador, r.h.d., one owner, low mileage, full panoramic saloon, in 2-tone light pastel green and ivory, whole car in really superb condition, overdrive and very economical; h.p. and exchanges; cost new £2,550, now only £975.—Tilleys Autos, 205-219, Holland Park Ave., W.11. Park 0317. [4363

695 gns.—Plymouth Six 1953 right-hand drive 6-seater station wagon, duotone blue/black, heater, fold-flush rear seating, sliding windows, one owner, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

American Cars Wanted

LEX.—Sole distributors in the U.K. for Oldsmobile require good used American cars of all makes.

LEX GARAGES, Ltd., Forty Ave., Wembley, Middx. Arnold 3970. [0402/R

ALEX COWLEY (AUTOMOBILES), Ltd., 15, Warren St., W.1. Euston 2565/1143; and at 18-20, Whitfield Place, W.1. Euston 8563. [W1111

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—77 St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all American cars.—345, High Rd., Wembley. Wembley 3903/8691. [W4015

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, the Armstrong Siddeley people, offer miscellaneous selection of used Armstrong Siddeley Sapphires.

ALL these cars have been carefully inspected by our specialist mechanics and are covered by our 4 months' guarantee.

1954 Armstrong Sapphire saloon, preselector, one owner, black and silver with beige interior; £695.

1954 Armstrong Sapphire saloon, synchromesh, one owner, dark green with green interior; £695.

1955 Armstrong Sapphire saloon, automatic, one owner, grey with red interior; £965.

1954 Armstrong Sapphire saloon, preselector, one owner, black with red interior; £985.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039

DICKS.

1951 Armstrong Lancaster saloon, pre-selector, well maintained; £395.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Tel. Gladstone 7175. [C1072

XXX

1957 (June) Armstrong Siddeley 234 saloon, fitted overdrive and heater, finished in immaculate dual blue with fawn upholstery, speedo. reading 9,003 miles, spare unused, an absolutely outstanding example of this rare marque with amazing performance, must be seen and tried to be appreciated, thoroughly recommended, written guarantee; £1,085; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

PEDIGREE CARS offer:—

ARMSTRONG Sapphire, 1953, black, fawn leather interior, radio, heater, the most immaculate outstanding specimen car; £575.—340, Euston Rd., N.W.1. Euston 7889. [C3093

R. HARDY & SON offer:—

1954 Armstrong Sapphire, black/beige, radio, heater, loose covers, one owner, excellent condition; £665.—52-55, Marylebone High St., W.1. Hunter 0942. [4206

RUSSELL MOTORS offer:—

1954 Armstrong Sapphire, twin carbs, electric box, radio heater, taxed, one owner, small mileage.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

TOM GARNER, Ltd., offer:—

1955 Armstrong Siddeley Sapphire 346 saloon, pre-sel., radio, grey; £855.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1955 Armstrong Siddeley Sapphire saloon, finished in green with green upholstery, fitted radio, heater, synchromesh gear box; £895.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

CENTRAL GARAGE (CROYDON), Ltd.

1956 Armstrong Siddeley 234 saloon, dual tone grey, fitted with overdrive and radio, showroom condition; £950.—Central Garage (Croydon), Ltd., Fell Rd., Croydon 7464. [C1093

ARNESTON MOTOR Co., Ltd., offer:—

1958 new Sapphire auto., elephant grey; list price £1,795.

1955 (June) Sapphire 346 auto., one owner, r. & h., many extras, immac. and unscratched; £935.—28, Albemarle St., W.1. Hyd. 9323. [C1109

1952 Armstrong Whitley saloon, radio, heater; £395; terms, exchanges.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125

CHARLES FOLLETT Ltd., officially appointed Armstrong Siddeley retailers offer:—

1955 (June) Armstrong Siddeley, automatic gear-box saloon, duo grey, red upholstery, speedo reading 18,000 miles, 6 months' guarantee; £975.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

GUY SALMON AUTOMOBILES.

ARMSTRONG SIDDELEY specialists for new or used Armstrong Siddeley sales and service.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

WM.—Welbeck Motors, official retailers for the Armstrong Siddeley Motor Co., offer:—

1953 Sapphire 346, grey and blue, synchromesh, 2 carburettors; £665.

1956 Sapphire 236, Manumatic, radio, overdrive, mileage only 6,000; £995.

WELBECK MOTORS, Ltd., 109, Crawford St., London, W.1. (Near Baker St. Station.) Welbeck 1139. [C4048

1956 Sapphire 236, cream and green, manumatic transmission, heater, overdrive.

1955 (model) Sapphire 346, 2-tone grey, automatic transmission and radio, 1954.

1954 Sapphire 346, grey and red, preselectric transmission with radio, wing mirrors and loose covers.

LEX, The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [4399

1955 Armstrong Sapphire automatic, radio, heater, 26,000 miles, dual black/grey; £925.

CIRCUS GARAGE (BRIGHTON), Ltd., 60, Preston Rd., Brighton. Tel. 27045 and 29545. [C1147

1954 Armstrong Sapphire, duo colour, one owner, in immaculate condition throughout; £695.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676/7779 [C4016

1952 as new, serviced by makers, radio and heater, etc.; £555.

1954 Armstrong Sapphire, r. and h., excellent order; £675.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

1954 Armstrong Siddeley Sapphire saloon, synchromesh transmission, finished duo-grey/green, fawn interior, heater and radio, one owner; £690.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129

1954 Armstrong Sapphire, black with red interior, wing mirrors, low mileage; £695.—Windovers, Ltd., The Hyde, Hendon, Colindale 4031. [C4118

1955 model Armstrong, electric box; £645.—B. W. Wright, 406, Euston Rd., N.W.1. Euston 4277-8-9. [4365

1952 Whitley saloon, 49,000, recon. engine January 1958, radio, heater, spotlights, etc., immaculate condition; £475.—108, Horseferry, S.W.1. Abbey 5304. [4218

1955 Sapphire 346 automatic saloon, one owner, excellent order; choice of 2 at £895.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050/1

CASS'S MOTOR MART.—1954 Armstrong Sapphire, black, radio and heater, 30,000 miles, unblemished, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1957 Armstrong Siddeley Sapphire 346 automatic, dual green, 6,000 miles, radio, next-to-new in all respects; £1,495; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bayswater 4274. [C4055

1954 Armstrong Siddeley Sapphire saloon, one owner, and in immaculate condition throughout, colour black blue with red leather upholstery, preselectric gear box, radio and heater; £675.—Peerless Motors, Ltd., Bath Rd., Slough 25121. [C3127

1951 (August) Armstrong Siddeley Lancaster 4-door de luxe saloon, with heater, black with unmarked maroon hide; £385; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1956 (September) Armstrong Siddeley 234 saloon, 9,000 miles only, overdrive, radio, etc., excellent order, written guarantee; £945.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

AZ MOTORS.—1953 Sapphire Preselectric, radio, heater, 2-colour, one owner, bargain offer, £595; also 1952 Whitley 2-colour saloon, wonderful condition, bargain offer £395!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

265 gns.—Armstrong Siddeley late 1948 Typhoon sports saloon, manual gearchange, heater, excellent condition, choice of 4 Armstrongs; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

234 saloon, May, 1957, blue, 7,000 miles only, heater, seat covers, link mats, Undersealed, Ace Rimbellishers, overdrive, latest engine modifications, absolutely as brand new throughout and unmarked; £1,075; no dealers offers please.—A. Brookes, "Dragwell House," Kegworth, nr. Derby. Tel. Keg. 256. [4122

1955 Sapphire limousine, immaculately finished in black with red hide upholstery front and rear, preselectric gears, radio built in, fully air conditioned, full-width occasionals, this very exceptional motor car has had one private owner since new and has been chauffeur driven and maintained all its life, coachwork is absolutely unblemished, the beautifully appointed interior with its walnut panelling still has that brand new look, mechanically the car is just as magnificent as it looks it will stand up to the most exacting examination and we can confidently guarantee the car in writing for a period of six months at £1,695.

400 other cars available; write for special hire car catalogue and illustrated brochure.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. [C1035

Armstrong Siddeley Cars Wanted

ALPE & SAUNDERS LTD. require Sapphire 346 or 18hp Limousines in above average condition.

A & S Ltd. Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [W1006

ROWLAND SMITH'S, the Armstrong Siddeley buyers highest cash prices.—Hampstead High St., N.W.3. Ham 6041 [W4018/R

ALMOST new Armstrong required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 6865 [W3016/R

XXX Excellent cash price offered for good Armstrong Siddley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Armstrong Siddeley Spares and Service

ARCOT.

KENSINGTON 7301, 7321.

ARMSTRONG SIDDELEY specialists; every kind of overhaul or repair, 48-hour exchange engine, gear box supply fitting, or reconditioning own units, etc., all models, ranges pre/post war, work guaranteed; trade, retail.—Arcot Engineering Ltd., 169, Fulham Rd., Chelsea, S.W.3. [0644/R

FULL repair and overhaul service for Armstrong cars.—A 1 Garage (incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre. 6161. [0096/R

ASTON MARTIN

BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. & E. England.

1955 3-litre saloon, choice of three.

1954 drop head coupe

NEW Mark III saloon and drop head coupe for early delivery.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

MERCURY offer:—

£1275.—1952 Aston Martin DB3 works 2-seater; this special car is equipped by the works as a luxurious road-equipped sports car, full leather panelled cockpit, leather hood and tonneau cover, sliding perspex screen, detachable hardtop, large luggage boot, radio, heater, screenwashers, fitted with 2.9-litre engine with triple double-choke Weber carbs., close ratio gear box, De Dion back axle with inboard brakes, 13in alloy front tortion bar suspension, rack and pinion steering, Michelin X tyres, an immaculate car, finished in maroon and silver, capable of 50 to over 130 m.p.h. in top gear in comfort and safety; terms or exchanges with pleasure.—824-6, Harrow Rd., Wembley, Middx. Wembley 6508-9. [4199

TOLWORTH MOTORS, Ltd., offer:—

1955 model DB2-4, 3-litre, 14,000 miles, one owner, as new; £1,795.

1954 DB2-4, low mileage, Mich. X tyres, Alfin drums, outstanding condition throughout; £1,495.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

CHIPSTEAD MOTORS, Ltd., Aston Martin specialists, offer:—

DROP head DB2-4 3-litre 1955 Show model, low mileage, ivory/red recently passed by works, radio, heater, pass lamps, etc.

DB2-4 3-litre, 1954-55, one careful owner, recorded mileage 22,000 only, most attractive coachwork in black and silver with red waistline and red leather, Alfin brakes, dual pass lamps, heater, screen washers, radiator blind, etc., showroom condition.

DB2-4 (April, 1955), Vantage engine, Alfin brakes, radio, heater, screen washers, dual pass lamps, etc., finished in light blue and black with red leather, extremely well maintained specimen.

DROP head DB2, Vantage engine, Alfin brakes, radio, heater, pass lamps, etc., fitted new hood and recellulosed in blue.—142, Holland Park Ave., W.11. Park 3445-6. [C1046

DB2-4, 1954, 17,000 registered miles, beautiful condition; £1,380.—Box 5119. [4342

1954 (Oct.) Aston Martin 3-litre saloon, Al-fins, Michelin X, many extras, not a low-mileage car but in excellent condition, with a first-class history, one owner; £1,650.—Franklin's Garage, Ltd., Bishop's Stortford. Tel. Bishop's Stortford 363. [4075

ROSE & YOUNG, Ltd., offer Aston Martin DB3S, 1956, 2,000 miles only, an immaculate specimen, when new cost nearly £4,000, now offered at £1,725.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

Aston Martin Cars Wanted

3-LITRE, low mileage.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445/6. [W1046

1956 Aston Martin 3-litre DB2-4 required by private cash buyer.—Box 5091. [4130

J. H. BARTLETT urgently require Aston Martin DB2 and DB2/4.—27, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Aston Martin buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041 [W4018/R

GOOD Aston Martin required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. 118. [W2000

1955 3-litre DB 2-4, low mileage, urgently required.—H.W. Motors, Ltd., New Zealand Avenue, Walton-on-Thames. Tel. Walton 2404/5/6/7. [4227

AUSTIN A30

1955-6 Austin A30; £465.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

H. A. SAUNDERS, Ltd., offer:—

1956 Austin A30 4-door saloon, grey, blue upholstery, recorded mileage 12,883, heater; £485.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1956 Austin A30 2-door saloon, black, red upholstery, 9,000 miles; £495.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

GUY SALMON AUTOMOBILES offer:—

1956 Austin A30 Countryman, 15,000 miles, one owner, faultlessly kept; £455.

1956 Austin A30 4-door de luxe saloon, heater; £465.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1954 Austin A30, heater, immaculate; £415.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676/7779. [C4016

AUSTIN A30

ALLAN TAYLOR MOTORS, Ltd., offer:—

1956 Austin A30 2-door saloon, black, heater, taxed December; £445.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104

NAYLOR & ROOT, Ltd. (established 1920).

'55 Austin A30, 4-door, grey/red, seat covers, undersealed, 12,000 miles only; £465.

CLAPHAM Junction, S.W.11. Battersea 2252. [C3022

1955 Austin A30 saloon, dark green, fawn, very nice condition; £425.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1956 Austin A30 4-door saloon, green, heater, one owner; £465.

1956 Austin A30 2-door saloon, grey, heater, one owner; £440.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

1956 (October) Austin A30, 4-door, duo-tone, genuine 9,700 only, superlative.

RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [C3052

1955 (Oct.) A30 2-door saloon, excellent condition; £450.—Kingston 9518. [3911

1956 A30 4-door saloon, superb condition; £475.—Robbins, East Putney. Tel. 7881. [C3010

1955 A30 saloon, green, heater, screenwasher, undersealed, one owner; £425.—Windsor 1554. [4449

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1953 A30 4 door de luxe saloon, one owner; £585.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. [C1142

1956 Austin A30 Countryman heater, fog lamp, reverse lamp, one owner; £535.—Oxford, 67, George St., W.1. Welbeck 6899. [C3115

1956 Austin A30 saloon, 2-door, one owner; £440.—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 0011. [C4004

1956 Austin A30, 2-door, one owner; £460.—E. L. Mendel, Ltd., 297, Finchley Rd., N.W.3. Speedwell 8611. [C3101

1955 A30 2-door de luxe, grey/red, heater, extras, 15,000 miles, maintained highest standards, immaculate, one owner.—East Horsley 2829 (Surrey). [4046

1955 Austin A30s, choice of 6 from £425; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1954 A30 4-door saloon, heater, guaranteed, £415; also 1955 A30 Countryman, £415; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

£420.—A30 estate car, grey, December 1955, heater, underseal, 19,500 miles, one owner, taxed to December.—Fit. Lt. Anthony, R.A.F. Debden, Saffron Walden, Essex Saffron Walden 229711. [4321

1955 Austin A30 2-door de luxe saloon, green/beige, one owner, heater, other extras, very clean; 3-month guarantee; £445.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

SLOCOMBES, Ltd.—1956 4-door saloon, pale blue, with heater, £475; exchanges, cars, motor cycles, terms welcomed; existing h.p. settled.—Dudden Hill Lane, N.W.10. Willesden 4869/3934. Adjacent Dollis Hill Tube. Buses 8, 52, 226 and Green Line 719 pass door. [C4017

Austin A30 Cars Wanted

ROWLAND SMITH'S, the A30 buyers; highest cash prices.—Hampstead High St., N.W.3 Ham. 6041. [W4018/R

LADY with young family now living in country requires 2-door A30; up to £400; full details.—Box 5035. [4053

XXX Excellent cash price offered for good Austin A30.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

AUSTIN A35

CAR MART, Ltd.

SOLE London Austin Distributors.

'56-7 Austin A35 2-door saloons.

A SELECTION from £500; with 6 months' guarantee; private parking facilities available.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

J. DAVY, Ltd., Austin Agents.

1957 A35 two-door, one owner, heater, immaculate, comprehensive guarantee; £505/10.

1957 A35 two-door, one owner, host of extras include undersealed, heater, radio, exceptional example, comprehensive guarantee; £555.

180-184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1060

H. A. SAUNDERS, Ltd., offer:—

1957 Austin A35 2-door saloon, blue, blue upholstery, recorded mileage 7,858; £530.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

1957 A35, 3,000 miles, one owner; £565.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6686 [C1036

BOGNOR STATION GARAGE.—1957 A35; £515.—20, Longford Rd., Bognor 2102. [C1160

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1957 Austin A35 3,800 miles, Undersealed; £540.—44, Peareswood Gdns., Stanmore, Middlesex. [4175

1957 Austin A35 2-door saloon, 5,000 miles, one owner.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3068. [C1076

£485.—Austin A35 2-door saloon, one owner, heater, in immaculate condition.—Arnotts Garage, Ltd., Grange Rd., Willesden Green, N.W.10. Wil. 0161. [C1169

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A35

A35 (June) 1957 4-door de luxe saloon, heater, tweed grey, perfect condition, spare unused, one owner, B.M.C. guarantee; £530.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095

A35 1957 2-door de luxe saloon, heater, speedwell blue twin windtone horns and radio, low mileage, one owner, immaculate, B.M.C. guarantee; £545.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095

495gns.—Austin A35 October 1957, heater, 4,500 miles, practically new, written guarantee; terms, exchanges, list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1957 Austin A35 2-door de luxe saloon, Speedwell blue/blue trim, heater, wing mirrors, low mileage, one owner, perfect condition throughout; £525.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3484. [C1161

SLOCOMBES, Ltd.—1957 pick-up (private purchase tax paid), 6,000 miles; £465, exchanges, cars, motor cycles and terms welcomed, existing h.p. settled.—Dudden Hill Lane, N.W.10. Wil. 4869, 3954; adjacent Dollis Hill tube, buses 8, 52, 226 and Green Line 719 pass the door. [C4017

AUSTIN EIGHT

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1947 Austin 8 saloon, a specimen car in spotless condition, reconditioned engine; £285.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

AUSTIN TEN

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1946 Austin 10 saloon, green with matching interior; £325.—Windovers, Ltd., The Hyde, Hendon, Colindale 4031. [C4118

1947 Austin 10, first regd. June 1952, resprayed, rebored, recond. gear box, radio, fine condition, one owner, 33,500; £275.—57, Sycamore Ave., Upminster. [4283

AUSTIN A40

1952 Austin A40; £425.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

ELM AUTOSALES offer:—

1952 Austin A40 sports convertible, blue, grey leather, heater, reconditioned engine, one owner, new Vynide hood, truly magnificent condition; £450.—66-68, Hartfield Rd, Wimbledon, S.W.19. Cherrywood 1615. [C2067

H. A. SAUNDERS, Ltd., offer:—

1955 Austin A40 saloon, black, red upholstery, recorded mileage 22,037, heater; £575.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Austin A40 Somerset saloon, good condition; £460.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1954 Austin Somerset de luxe, one owner; £470.—Below.

1950 Austin A40, reconditioned engine, smart car; £390.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

BOGNOR STATION GARAGE.—1955-6 A40 Countryman; £475.—20, Longford Rd., Bognor 2102. [C1160/1

BOGNOR STATION GARAGE.—1956 A40, heater, etc.; £595.—20, Longford Rd., Bognor 2102. [C1160

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

£465—1953 Austin A40 saloon de luxe, sun roof, one owner, heater, in spotless condition.

£375—1950 (late) Austin A40 saloon, heater, beautifully maintained.—Arnott's Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1954 Austin A40 Somerset drop head, leather, heater, in really outstanding condition; £485.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1953 Austin A40 saloon, one owner, good order; £435.—Barnes, 315, Finchley Rd., N.W.3. Hampstead 2221. [C1142

1955 Austin A40 Cambridge saloon, black, heater, one owner; £495.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

1956 A40 Camb dge, heater, taxed; £570.—E. L. Mende Ltd., 297, Finchley Rd., N.W.3. Speedwell 9101. [C3101

1954 Austin A40 Countryman estate, heater, reconditioned engine, really immaculate throughout; £400.

J. C. ENSTONE, 309, Howard House, Dolphin Square, London, S.W.1. Tel. Tate Gallery 1975. [4419

1955 Austin A40 Countryman, one owner; £495.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

1956 model Austin A40 saloon, black with red interior; £595.—Windovers, Ltd., The Hyde, Hendon, Colindale 4031.

1950 A40 4-door saloon, heater, magnificent, guaranteed; £350, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro 1319. [C4078

1956 Austin A40 Cambridge saloon, black, excellent condition, 18,000 miles, heater; £595.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

1956 Austin A40 Cambridge standard saloon, one owner; £527.—Austin House, Hitchfield, Golders Green, London, N.W.11. Speedwell 0011. [C4004

1955 A40 Cambridge saloon, heater, guaranteed; £545; terms, exchanges.—Palmers, 5, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

1956 Austin A40 Cambridge saloon, grey/red, one owner, very clean; 3-month guarantee; £595.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

WALTER SCOTT, Ltd.—1954 A40 drop head, grey, heater, low mileage, exceptional condition; £475.—39, College Cres., N.W.3 (Swiss Cottage Tube). Pri. 4466. [C4006

AUSTIN A40

A40 de luxe, Nov. 1951, sunshine roof, heater, radio, extra lamps, loose covers, etc.; present owner only; £420 o.n.o.—Smith, Mitcham 4211. [4308

AUSTIN A40 de luxe saloon, one-owner car, immaculate throughout; choice of five from £525; hire purchase and part exchange welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1953-4 Austin A40 convertible, grey, in really nice condition, H.M.V. radio and heater, almost new tyres, recent new engine; £485; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

465gns.—Austin A40 1953 Somerset convertible, silver grey, grey leather, radio, heater, excellent condition; written guarantee; choice of 4 A40s; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin A40 Cars Wanted

XXX Excellent cash price offered for good Austin A40.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

ROWLAND SMITH'S, the A40 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

AUSTIN A50

CAR MART, Ltd.

SOLE London Austin Distributors.

'56-7 Austin A50 Cambridge saloons.

A SELECTION from £590, with 6 months' guarantee.

CAR MART, Ltd., Upper Montagu St., W.1. Ambassador 1837. [C1039

H. A. SAUNDERS, Ltd., offer:—

1957 Austin A50 de luxe saloon, black, red upholstery, recorded mileage 22,399, heater, plastic roof lining; £645.

1956 Austin A50 de luxe saloon, black, red upholstery, heater, recorded mileage 28,243; £595.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1957 Austin A50 de luxe saloon, black, red upholstery, heater, 9,000 miles; £715.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

SEYMOUR & CLEMENTS, Ltd., offer:—

1956 Austin A50 de luxe saloon, grey, red interior, one very careful private owner, 15,000 miles, heater, extras etc., beautiful order; £635.—38, Watford Way, Hendon Central, N.W.4. Hendon 9111. [C4069

HENLYS offer with 4 months' guarantee:—

1956 Austin A50 saloon, one owner, black with red interior; £625.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Gulliver 5721. [4377

1955 (November), excellent; £595.—Robbins, East Putney. Tel. 7881. [C3010

1957 A50, one owner, finished in black; £650.—Bowman's Garage, Weybridge 3265. [C1143

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1956 (Oct.) A50 Cambridge de luxe, one owner, screen washers, fog lamp, Town and Country tyres, unmarked condition; £640.

L. F. DOVE (C.V.), Ltd., 96, Lower Addiscombe Rd., Croydon. Add. 3131. [4238

1956 A50 Cambridge, finished in grey and fitted with heater and other extras, one owner; £595.—Maythorpe Motor Co., Sydenham. Tel. Syd. 6827. [C3135

1955 (Oct.) A50 de luxe saloon, new engine, Michelin X, many extras, beautifully maintained; £565.—Hillingdon Motors, Western Ave., Tel. Uxbridge 8588. [C2155

1955 Austin A50 de luxe saloon, pale blue with matching leather and heater, spotless condition, one owner; £565; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

A50 de luxe 1956, 19,000, heater, twin speaker radio, sunshine roof, screenwasher; £595; private sale by original owner; h.p. available.—366, Trentham Rd., Blurton, Stoke-on-Trent. Tel. 23256 day, 39641 evenings. [4328

Austin A50 Cars Wanted

ROWLAND SMITH'S, the A50 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Austin A50.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

AUSTIN A55

DENHAM'S.

AUSTIN.

ALWAYS a selection of new and good used cars available.

DENHAM'S GARAGE (ESHER), Ltd. Tel. 2021. Esher, Surrey. [C1100

H. A. SAUNDERS, Ltd., offer:—

1957 Austin A55 de luxe saloon, tweed grey, red upholstery, recorded mileage 4,726, heater, manumatic clutch; £815.

1957 Austin A55 de luxe saloon, tweed grey, red upholstery, recorded mileage 6,934, heater; £795.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

B. J. HUNTER, Ltd., Austin agents, offer:—

1958 Austin A55 saloon, de luxe model, unmarked; £825.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

1957 (April) saloon, court grey, heater, 5,500 miles; £745.—Ing's Garages, Maidenhead 2149. [C2119

AUSTIN A55

1957 A55 de luxe, manumatic saloon, duo grey.

LEX, 585, London Rd., North Cheam. Derwent 2266/7. [4400

1957 A55 de luxe, small mileage, as new; £785.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

1957 A55, 7,600 miles; £760.—Robbins, East Putney. Tel. 7881. [C3010

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1957 Austin A55 de luxe saloon, two-tone colour, Court grey/tweed grey, mileage 11,000; £750.

LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston. Kin. 3151-6. [4250

Austin A55 Cars Wanted

ALMOST new A55 required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

AUSTIN SIXTEEN

1949 Austin 16 utility; £275.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

HEARSES; brochures available; immediate delivery brand new 2-door, 4 bearer; inspection invited.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

1946 Austin 16 saloon, splendid condition throughout; £260.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1950 Austin 16 7-seater hire car, excellent condition, many extras.—32, Wembdon Rd., Bridgwater, Som. Tel. 2520. [4331

245gns.—Austin 16 1947 de luxe saloon, black, sliding head, brown leather, heater, excellent condition; terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Austin Sixteen Cars Wanted

1947-8 Austin 16, in good condition, required.—Tel. Hounslow 1082 or write A. E. Cheshire, Ltd., Great West Rd., Hounslow, Middx. [W1128

AUSTIN EIGHTEEN

1938 Austin 18, specimen condition; £195.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1938 Windsor 7-seater saloon, brown hide throughout, forward occasionals, one private owner, small mileage, good tyres, black; £350.—30, Oldbury Place, Marylebone High St., W.1. Welbeck 1125. [C1103

AUSTIN A70

J. DAVY, Ltd., Austin agents.

1954 A70 Hereford, sun-roof de luxe, one owner, immaculate, 10,800 miles, used only as second car.—215, Brompton Rd., S.W.3. Kni. 4215. [C1069

HEARSES! We build deck bodies on the A70 chassis, brochures available.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1953 Austin A70 Countryman, many extras including radio and heater, superb; £495.—Swain & Jones, Ltd., Farnham 6201. [C4165

1953 Austin Hereford, one owner, heater; £325.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1953 Austin A70, heater, covers, a remarkably clean car; £425.—Howard Long, Crowle, near Scunthorpe. Tel. Crowle 319. [4029

TOM ALLERY AUTOMOBILES.—1953 Austin A70 saloon, 25,000 miles only, radio, heater, exceptional car; £450.—68, Hill Rd., Wimbledon 3848. [C1131

1953-4 A70 sun saloon, heater, magnificent, guaranteed; £535, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1952 Austin A70, metal-bodied Countryman, overhauled, new tyres, taxed year; £350.—Mee, Presteigne 386. [4202

1952-3 Austin A70, in first-class condition, nearly new tyres, fitted heater, radio; £425.—37, Chestnut Rd., Northampton. Tel. 32759. [4277

AZ MOTORS offer 1951 A70 Hampshire de luxe sun saloon, fitted heater, loose covers, beautiful condition; £345!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

£325—1951 Austin A70 Hampshire saloon, H.M.V. radio, heater, Ace Rimbellishers, Link mats, etc., in excellent condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1952 Austin A70 de luxe saloon, radio and heater, attractively cellulosed in ivory and maroon roof, recent new engine; £595; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

AUSTIN A90 & A90 (6-cylinder)

H. A. SAUNDERS, Ltd., offer:—

1956 Austin A90 de luxe saloon, black, red upholstery, recorded mileage 22,694, heater; £665.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PERRY'S OF BOWES ROAD offer:—

1956 Austin A90, black, heater, low mileage, excellent condition; £650.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

1955 A90, low mileage, radio, heater; £585.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A90 & A90 (6-cylinder)

1951-2 Austin A90; £395.
SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1956 Austin A90 saloon, one owner, green with fawn and green interior; £685.
PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039

1956 (late) Austin A90 Westminster de luxe, radio, heater, etc., 4,000 miles only, grey; £795.
CIRCUS GARAGE (BRIGHTON), Ltd., 80, Preston Rd., Brighton. Tel. 27045 and 29545. [C1147

1956 Austin A90 Westminster saloon, black/brown, heater, one owner, exceptional; £650.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

1951 Austin A90, heater, radio, in excellent condition throughout; £425.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

£399!!!—1950 Austin A90 convertible, everything in working order, all electrical gear working, superb mechanically, choice 3 others.
LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052

1952 Austin A90, radio, heater, new p.v.s. hood, engine just been reconditioned, immaculate bodywork, chrome work; £455.—Sanderstead 5131. [4019

1955 (November) Austin A90 saloon, black and brown, one owner, 21,000 miles, excellent condition throughout; £625.—Haskins, Ladbroke 1155. [C3027

1955 Austin A90 Westminster, 20,000 miles, one owner, immaculate; £595; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055

1955-6 Austin A90 Westminster, beige with rich brown leather, fitted heater, wing mirrors, spot light, etc., one owner, low mileage, a quality car to be proud of; £645.
McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C3083

£419.—Austin A90 sports saloon, 1952, one owner from new, superbly maintained, in blue with grey hide, typical breathtaking performance, an outstanding specimen of the model held by many to be one of the better things to emerge from Longbridge.
CRESSCARS Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272 [C1125

£465!!!—Superb and immaculate Austin A90 sports saloon 1953, Atlantic hardtop model beautifully finished in two colours silver-grey and black with spotless grey hide interior, all extras radio and heater, a very carefully used car, two owners only, sparkling appearance and most outstanding mechanically.
HILLWOOD MOTORS, 559/571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C2108

AUSTIN A95

CAR MART, Ltd.
SOLE London Austin Distributors.

£975.—Austin A95 Westminster saloon with division, heater; reg. September, '57; 6 months' guarantee.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. [C1039

J. DAVY, Ltd., Austin Agents.

1957 A95 de-luxe automatic, 5,500 miles, one owner, immaculate, B.M.C. Warranty; £1,065.
180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

JAMES SPENCER, Ltd., offer:—

1957 Austin A95 saloon, finished in dual colour, under 5,000 miles, literally as new; £925.
JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263 and 4209. [4434

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

1700 miles only, 1957 Austin A95 saloon de luxe; £995.—British & Colonial Motors Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1958 Austin A95 de luxe, grey/red hide, 1,000 miles only, absolutely as brand new; £975.—Hewitts Garages, Ltd., High St., Amblecote, Stourbridge 5138. [C2138

1957 (June) A95 saloon de luxe, tweed grey/red flash, overdrive, radio, 11,000 miles, unscratched; £965.—Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151-6. [0437/R

AUSTIN A105

CAR MART, Ltd.
SOLE London Austin Distributors.

£1125.—Austin A105 saloon, heater, reg. September, '57; 6 months' guarantee; private parking facilities available.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer:—

1957 Austin A105 de luxe saloon, duo grey, red upholstery, recorded mileage 13,596, heater automatic gearbox; £1,145.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). [C4092

H. A. SAUNDERS, Golder Green, for your new or used Austin.—Speedwell 0011. [C4004

1956 A105, black with brown hide upholstery, twin spot lamps, turbo disc wheels.
LEX, 2, Lexington St., Piccadilly Circus, W.1. Gerrard 8600. [4401

1957 (June) Austin 105, green cream, overdrive and radio, 11,500 miles; £985.—Ing's Garages, Maidenhead 2149. [C2119

1957 Austin A105 grey/red hide, automatic transmission, 2,000 miles only, virtually brand new; £1,095.—Hewitts Garages, Ltd., High St., Amblecote, Stourbridge 5138. [C2138

AUSTIN A105

JACK ROSE, Ltd., offer: 1957-8 October, Austin 105, automatic, 3,000 miles only, as brand new, unsuitable for owner, accept £1,145.—Stafford Road, Wallington, Surrey. Wallington 6677. [3056

1957 Austin A105 saloon, overdrive, radio, numerous extras, 5,000 miles; £1,125.—British & Colonial Motors Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£250 off list price; 1957 Austin 105, 13,000 miles, finished in grey with grey flash, brown leather interior, fitted twin fog lights, heater and washers, overdrive, in excellent condition throughout; £970.
BURROWS & PAINE, Ltd., Fernhurst, Haslemere, Surrey. Tel. Fernhurst 394. [3628

AUSTIN A125 & A135

CAR MART, Ltd.
SOLE London Austin distributors.

£625.—Austin A125 Sheerline, reconditioned engine, reg. May, '52, 6 months' guarantee.
CAR MART, Ltd., Upper Montague St., W.1. Ambassador 1857. [C1039

A & S LTD. A.125 and A.135 L.W.B. seven passenger cars. See under Limousines.

ALPE & SAUNDERS LTD. (Limousines Purchased), Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [C1006

HEARSES? We are building deck and bearers on the Princess and Sheerline chassis. Inspection invited.
ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

AZ MOTORS offer 1951 Sheerline, one owner since new, radio, heater, genuine 44,000 miles; £425!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

£359!!!—1949 Austin Sheerline de luxe saloon, two owners, 41,000 miles, carefully used, in magnificent condition; choice also 1950 model.

£495!!!—1950 Austin Princess de luxe saloon, superb and spotless condition throughout, definitely the most beautiful on offer.

£699!!!—1952 Princess, but could easily be mistaken for 1957 model, it's in such outstanding and immaculate condition, speedometer records 17,000; whole vehicle like new.
LAMBS OF WOOD GREEN (Established 1897).—100 cars, 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

LIMOUSINE, A125, l.w.b. Sheerline, cloth rear, heaters, radio, total mileage 17,000 only, spare unused, one private owner, black, as new; £1,250.

LIMOUSINE, registered May, 1955, A125, l.w.b. sheerline, leather throughout, widest forward occasionals, heater, private, black; £1,195.

LIMOUSINE, late 1952, A125, l.w.b. Sheerline, cloth rear, heaters, radio, loose covers, one owner, black; £1,095.
JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124 (near Baker Street Station). [C1103

1950 Sheerline, radio, heater, one owner, guaranteed; £325.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1950 Austin Sheerline, radio, heater, recent works engine, excellent condition; £375.—Howard Long, Crowle, near Scunthorpe. Tel. Crowle 319. [4030

1955 Austin Princess saloon, 18,000 miles only; £1,345.—British & Colonial Motors Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1952 Austin Sheerline saloon, in nice order and condition, radio, heater, etc.; £395, terms, exchange.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083

£545.—Austin Sheerline saloon, 1952, black, radio, heater, sun roof, truly immaculate car.—B. & Motors, 1464-8, High Rd., Whetstone, N.20. Hillside 6671. [C1020

£495.—Austin Sheerline, superb showroom condition, only 20,000 since new, radio, heater, spots, really magnificent, a 1949 better most 1956s; many others; A.A. or R.A.C. exams welcomed, exchanges, hire purchase.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7. [C1017

1956 Princess saloon, a one-owner car so meticulously maintained that it is literally indistinguishable from brand new mileage about 14,000, chauffeur driven and maintained and quite faultless mechanically, usual extras, press-button built-in radio, washers, fully air conditioned, for truly exceptional value this Princess is unrepeatable; £1,345, 400 other cars available; write for fully descriptive priced catalogue.
CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges. [C1035

Austin A125 and A135 Cars Wanted

RECENT model Princess wanted.—Hounslow 9309. [W1113

ALPE & SAUNDERS LTD. require L.W.B. Limousines and Saloons in above average condition.
A & S Ltd. Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1006

AUSTIN Princess 7-str. limousine, black, required, price and condition reasonable.—Amersham 489. [4334

MAXIMUM prices paid for good condition long-wheelbase Princess and Sheerline limousines, also seven-passenger saloons.
JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [W1103

AUSTIN HIRE CAR

A & S LTD. 16hp HIRECARS and 13-seater Omnicoaches. See under Limousines.

ALPE & SAUNDERS LTD. (Limousines Purchased), Providence Court, North Audley Street (Near Selfridges). Mayfair 2941. [C1006

H. A. SAUNDERS, Golders Green, for your new or used Austin.—Speedwell 0011. [C4004

HIRECAR, 16hp. March, 1955, recent engine overhaul, one owner; £795.

HIRECAR, 16hp. July, 1952, one private owner, moderate mileage; £575.

HIRECAR, February, 1951, recently fitted Perkins P4 diesel engine at cost of over £250, one private owner; £645.
JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1125 (near Baker Street Station). [C1103

Austin Hire Car Wanted

ALPE & SAUNDERS LTD. require 16hp Hirecars in good condition.
A & S Ltd. Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1006

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austin.—Tel. Weyuridge 2233. [0541/R

Austin Spares and Service

FOR Austin.—Wimbledon for everything Austin.—spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.
WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [6223

AUSTIN spare parts.

STOCKS for all models, cars and trucks.

S. G. SMITH (MOTORS), Ltd., for Austin spares and service.—13-19, East Dulwich Rd., S.E.22. New Cross 4444. [0374/R

THE CAR MART, Ltd.

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 362, Streatham High Rd., S.W.16 (Streatham 4054); 165, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [0160/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & COMPANY, Cleveland Garage, Cleveland St. Tel. Mus. 1952. [0500/R

AUSTIN spares, all models, keenest prices.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280. [0488/R

TANNER BROS. (1918), Motorworks and Coachworks, appointed B.M.C. repairer, 871-5, Fulham Rd., S.W.6. Renown 4494-6. [0899/R

HAMMERSMITH, W.6.—Rogers Garages, Wellesley Ave., W.6. Riv. 2644. Engineers, sales and service. [S3054

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units; try Northwood's first.—Newington Causeway, S.E.1. Hop. 2852/2820. [0729/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Bedfont, Feltham, Middlesex. Tel. Feltham 6644 (5 lines). [0399/R

C. G. NORMAN (VICTORIA), Ltd., authorised Austin main spare parts stockist; service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211. [0271/R

PRYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines; gear boxes, pumps, clutches, carbureittors, brake shoes and electrical units from stock; repairs and service to B.M.C. exclusively.—57, Acre Lane, S.W.2. Brixton 1158. [0184/R

AUSTIN-HEALEY

CAR MART, Ltd.
SOLE London Austin distributors.

£645.—Austin-Healey 2-seater sports, overdrive, heater, reg. August '54, 6 months' guarantee; private parking facilities available.
CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

L. F. DOVE, Ltd., offer:—

1954 Austin-Healey 1,000, cream; £650.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [C1077

PERFORMANCE CARS, Ltd.

1958 Healey Six, every extra, 700 miles, 6 ports, black/red; £1,425.
1956 Healey BN2, ice blue, £845; 1955 Healey BN1, red, beautiful example, £675.
1951 Healey Abbott coupe, C chassis, £395; 1950 D Silverstone, bronze specimen, £435.
THE above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

SWANMORE GARAGE, Ltd., offer:—

1956 BN2 Austin-Healey, 10,000 miles only, detachable hard top, heater, seat covers, spot lamps, red with cream top, a really exceptional example; £875.—1176-1186, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024

CONNAUGHT ENGINEERING offer:—

AUSTIN-HEALEY 100/6, 1957, and only 5,000 miles, fitted heater and wire wheels, finished green/ivory, with black interior, a perfect example of this desirable car; £995.
CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1135

H. A. SAUNDERS, Golders Green, for your new or used Austin-Healey.—Speedwell 0011. [C4004

1955 Austin-Healey 100, ice blue, fitted with Michelin X tyres and modified suspension, never raced or rallied; £695.
HUXFORD & SON, Ltd., The Fairway Garage, West St., Portchester. Tel. Cosham 76770. [C2127

1958 Austin-Healey 100/6 with overdrive, ivory/red, less than 500 miles; £1,150.—I. Ashton-Salton, White Hart Garage, St. Austell 3444. [4264

1955 (November), overdrive, heater, other extras, red, 31,000 miles, superb example; £695; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 5711. [C2045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN-HEALEY

DEC., 1957, Austin-Healey 100/6, fitted 6-port cylinder head, blue/cream, complete with hardtop, heater, radio, all extras, 1,200 miles, one owner, as new; £1,155; would exchange with cash low mileage 1957 2.4 or 3.4 Jaguar saloon.—Elkins & Son, Westbury Leigh. Tel. Westbury 500. [4059

1956 Austin-Healey 100 series BN2 with overdrive, immaculate, in ivory with red hide, one owner since new, this car is one of three vehicles owned by wealthy local family and only used on rare occasions, the whole vehicle is entirely original and unblemished, the spare wheel and tyre have only been used once, original tools are intact and the car has been Undersealed and is fitted radio, heater, washers, badge bar, spot lights and Michelin X tyres, for a car in super condition this one stands out alone; £825, 400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges. [C1035

Austin-Healey Cars Wanted

R

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

'53—'55 Austin-Healey wanted privately.—Roberts, 202A, Denmark Hill, S.E.5. Bri. 3397. [4274

J. H. BARTLETT, the Austin-Healey buyers.—27, Pembridge Villas, W.11. [W1013

1957 Austin-Healey with overdrive required.—Saunders, 95, Alma Rd., Windsor. Windsor 1554. [4448

XXX Excellent cash price offered for good Austin-Healey.—H. F. Edwards, 28-34, Upper High St., Epsom Surrey. Epsom 5611. [W2001

ALMOST new Austin-Healey required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 6885. [W3016/R

BENTLEY (3½, 4¼-litre and New 4½-litre)

C

M

CAR MART, Ltd.

OFFER with joint manufacturer/retailer guarantee.

£4250—Bentley S series saloon, reg. January '56.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. [C1039

LEC

1937 Bentley 4¼-litre razor edge "Top Hat" sports saloon by Freestone & Webb, Ltd., history known, excellent throughout, full details available; £545; terms, exchanges.—Lorraine Engineering Co., Ltd., 29 & 30 Elvaston Mews Queens Gate S.W.7. Knightsbridge 8464/6974 [C1086

MAJESTIC offer

1956 S model, one owner, 27,000 miles, chauffeur driven, black/beige, faultless example.—Tel. Mr. Henshaw at

MAJESTIC GARAGE, Hinton Rd., Bournemouth 4275. [4078

MAJESTIC offer

1937 25/30 series GHO Hooper body sports saloon, 80,000 miles, grey/black, chauffeur driven, 1,000 miles since extensive overhaul, really lovely condition and all facts can be substantiated.—Tel. Mr. Henshaw at

MAJESTIC GARAGE, Hinton Rd., Bournemouth 4275. [4079

H. R. OWEN, Ltd.

1956 S series saloon, grey and black with tan hide, Webasto sun roof; £4,150.

1955 S series saloon, Tudor grey with red hide, 46,500 miles; £3,650.

1954 R type Continental saloon by H. J. Mulliner, grey with grey hide, 37,000 miles; £4,100.

1951 Mk. VI 4¼-litre saloon, 2-tone grey with red hide, 58,700 miles; £1,650.

OFFICIALLY appointed retailers, 17, Berkeley St., W.1. Tel. Mayfair 9060. [C4133

H. C. PAUL, Ltd.

1955 Bentley, Freestone & Webb wide body, 4-door saloon, automatic, 35,000 miles, maroon and beige; £3,550.

1953 Bentley R Type saloon, black, brown interior, 35,000 miles; £2,250.

1953 (Dec. '52) Bentley R type saloon duo grey, maroon interior, 35,000 miles; £2,100.

1952 Bentley R type saloon, big boot, grey, red interior, 58,000 miles, exceptionally well kept car; £1,950.

1952 Bentley R type saloon, big boot, black, red interior, 56,000 miles, above average condition and appearance; £1,895.

1947 Bentley standard steel saloon, duo blue, grey interior; £895.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040

MANN EGERTON.

1956 Bentley S type sports saloon, shell grey and black pearl, 30,000 miles, immaculate condition; £3,875.

1957 Bentley S sports saloon, velvet green and shell grey, 8,000 miles; £4,850.

14, Berkeley St., W.1. Hyde Park 2073. [C2006

P.B. Ltd., offer:—

1947 SS saloon, green and beige, recent engine overhaul.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

PEDIGREE CARS offer:—

1947 Bentley Standard steel saloon, black, blue/grey interior, in exceptional condition, far above average; £885.—340, Euston Rd., N.W.1. Euston 7889. [C3093

RUSSELL MOTORS offer:—

1949 Bentley 4¼ saloon, full flow engine, an exceptional car, any trial; exchanges, terms.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

BENTLEY (3½, 4¼-litre and New 4½-litre)

J

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JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444 (open until 7 p.m.). [C1082/R

HENLYS OF MANCHESTER

1953 (August) Bentley R type, TN, black with brown hide upholstery, low mileage, in most excellent order throughout; £2,250.

1-5, Peter St., Manchester. Blackfriars 7843. [3990

SANDERSON & HOLMES, Ltd.,

THE official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

BENTLEY S series, James Young coachwork, 1956, black with biege hide, one owner, chauffeur kept, in beautiful condition; recommended to the fastidious owner; part exchanges; price £5,100.

LONDON Rd., Derby. Also Bentley House, London Rd., Leicester. Tel. Derby 47471. Leicester 59685. [C4075

JACK BOND (VINTAGE AUTOS).

SPECIALISTS in Bentleys with unusual coachwork.

ENGLAND'S finest selection.

EVERY car immaculate and guaranteed.

1938 4¼ top hat saloon, magnificent coachwork, razor-edged by Freestone & Webb, truly immaculate, good history; £795.

3½-litre Gurney Nutting drop head coupe, condition far above average, truly immaculate; £595.

4¼-litre, coachwork by Park Ward, drop head coupe, Concours condition; £595.

1935 sports saloon, 3½-litre, by Thrupp & Maberly, extremely nice condition; £365.

AND many others in stock.

URGENTLY require to purchase Bentleys with unusual coachwork.

OUR works are at your service; Rolls and Bentley fitters only employed.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929/8350. [C4079

GLANFIELD LAWRENCE offer:—

1950 Mark VI, black, chauffeur maintained; £1,245.—407, High Rd., N.12. Finchley 0091. [C2053

WILLIAM GORDON CARS offer:—

1949 Bentley 4¼-litre saloon, Tudor grey with maroon leather, 1952 modifications, exceptional throughout; reasonable price.—Sovereign Road Garage, Earlsdon, Coventry. Tel. 62813/63349. [C2102

AUTOMOTIVE & MARINE offer:—

1937 4¼-litre foursome D.H. coupe, in superb order, recent major overhaul, finished in sable and grey; £550.

1938 4¼-litre Bentley 4-door sports saloon, exceptional chassis, history available; £525; choice of five 3½ and 4¼-litre.

CROWN GARAGES, Albany St., N.W.1. Euston 1032. [C1144

MAYDAY MOTORS, Ltd., offer:—

1953 (September) Bentley Mark VI S.S. T.N. chassis, finished in black with beige interior, 37,000 miles only, magnificent condition; £2,200.

1952 Bentley Mark VI small boot, large bore, finished in duo grey with grey interior, superb condition; £1,625.—Mayday Rd., Thornton Heath, Surrey. Thornton Heath 3473. [4362

DUNCAN HAMILTON & Co. offer:—

1956 Bentley Continental by H. J. Mulliner, 4.8-litre, automatic S series, 21,000 miles, finished in deep green with Luxan hide interior, an outstanding example which has been chauffeur kept and works maintained, full works history available on this beautiful car; part exchanges welcomed.

OPEN all Saturday.—33, High Rd., Byfleet, Surrey. Tel. Byfleet 3101. [C1091

SWANMORE GARAGE, Ltd., offer:—

1949 Bentley sports saloon by H. J. Mulliner, black/ivory, grey interior, exceptional history and exemplary condition; £1,325.

1950 (July) 4¼ Bentley SS saloon, grey/black, blue leather, very low mileage, a very pretty and well conditioned example; £1,285.—1176-1180, Christchurch Rd., Boscombe East, Southbourne 43344. [C4024

JAMES TAYLOR AUTOMOBILES offer:—

1949 Bentley Mk. VI, fitted James Young 4-door sports saloon, finished in dark velvet green and matching hide interior, fitted radio and heater, beautifully maintained; £1,450.

FINDON Rd., Worthing, Sussex. Findon 3022. [C4027

JAMES TAYLOR AUTOMOBILES offer:—

1936 Bentley 4¼-litre, fitted Park Ward 4-door sports sun saloon, in black with brown hide interior; £500 overhaul a few thousand miles ago, all new tyres, exceptional throughout; £625.

FINDON Rd., Worthing, Sussex. Findon 3022. [C4027/1

PETER BANTOCK CAR SALES offer:—

1948 Bentley Mark VI, fitted James Young 4-door sports saloon body, black with brown hide interior, recent Bentley overhaul costing £500, bills available, full flow oil system, etc.; £1,575.—104, High Rd., Chiswick 2725/5870. [C1014

W. WATSON & Co. (LIVERPOOL), Ltd.

1953 R-type Bentley, manual gear box, finished in unmarked silver grey with maroon interior, in really outstanding condition throughout; £2,100.

W. WATSON & CO. (LIVERPOOL), Ltd., Bold St., Liverpool. Tel. Royal 7080. [4115

BENTLEY (3½, 4¼-litre and New 4½-litre)

SMITH'S GARAGE (MERSTHAM) offer:—

1948 Bentley (choice of 2 standard steel saloons), black with brown hide trim, radio, heater, etc., fine example, considerably above average condition; £895.

1949 standard steel saloon, in black with fawn hide trim, recent full flow engine; £1,150.

WE will purchase any Rolls or Bentley; immediate h.p., part exchanges welcomed; open week-days until 7, Sundays until 1.—Station Approach, Merstham, Surrey. Tel. Merstham 2100. [4441

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley Retailers and Repairers, offer:

1956 Bentley S series saloon, velvet green, tan upholstery; sold new and maintained by us; £3,995.

1951 Bentley saloon, grey, exceptional condition throughout; 12 months' guarantee; £1,345.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. [C2010

WOKING MOTORS (MAYBURY HILL), Ltd., offer:—

1956 Bentley S series, special 4-door James Young coachwork, finished in black and mulberry with beige hide, 9,000 miles only, in hands of most careful owner.

1953 Bentley R type, TN series, finished in dual grey, blue hide, one owner since 400 miles, perfect history available; £1,975.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. Open all day Saturday. [C4057

BY Order of the Registrar of the Wincanton County Court.

FOR Sale by Tender, a 1937 4¼-litre Bentley car with Park Ward saloon body, which can be viewed at Budgen's Garage, Wincanton, Somerset.

TENDERS to Senior & Godwin, Chartered Surveyors and Auctioneers, Wincanton, Somerset. [4110

1952 (Sept.) Bentley R type, full history, in exceptional condition; £1,895.

1950 (Oct.) Bentley, extremely nice condition; £1,095.

TAYLOR & CRAWLEY, 42A, South Audley St. (Entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1950 Bentley standard steel saloon, all extras, outstanding condition; £1,195.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1935 3½-litre Park Ward saloon, good condition, two owners, heater; emigrating; £425.—Box 5092. [4131

CASS'S MOTOR MART.—1936 Bentley 4¼ Park Ward saloon, radio and heater; bills for £1,000 overhaul; history.—5, Warren St., W.1. Euston 4110. [C1040

1950 Bentley Mark VI standard steel black saloon, immaculate conditions, fitted cases, etc.; £1,195.—Tel. St. Albans 56199. [4139

1957 S in smoke & sage green with green leather, power assisted steering, 13,000 miles one owner; £4,550.

KJ MOTORS, Ltd., Bromley, Kent. Ravensbourne 3456. [4269

1936 sports saloon, recent maker's overhaul, bills available, very handsome car; £525.—Tel. Knt. 0628/6837. [4304

1952 4½-litre saloon, moderate mileage, immaculate; £1,695.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

1956 (August) Bentley S type automatic in light blue with blue interior, radio, heater, 13,000 miles, immaculate.

FRANCIS MOTORS, 393, Humberstone Rd., Leicester. Tel. 66304. [C2131

1953 (Sept.) Bentley standard steel saloon, finished black with brown leather upholstery; history available; magnificent condition throughout; £2,100.

T. SULLIVAN, 113, Gunnersbury Ave., Ealing, W.5. Tel. Acorn 7660. Also Euston 8581/2/3; Hounslow 6869. [C4113

1953 Bentley A type saloon, velvet green with beige leather, chauffeur maintained, 39,000 miles, full history available; £2,275.

1949 Bentley Mk. VI saloon, grey, blue leather, excellent history; £1,035.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1935 Bentley 3½ drop head coupe, black with grey interior, grey hood, electric screen washers, twin heaters, individual tele Andre's, super Indias, etc., taxed December, £395.—See below.

1935 Bentley 3½ French-bodied pillarless saloon in 2 tones of grey, red hide interior, a most unusual car, taxed; £375.

AUTOMO, Ltd., 229, Westend Lane, N.W.6. Hampstead 3430. [C1150

1951-2 Bentley Big Bore saloon, immaculate throughout, 1936 Bentley 4¼ Mulliner sports saloon, exceptional.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1948 Bentley 4¼-litre standard steel saloon, black, brown hide interior, radio, heater, one owner; £1,075.—Brooks Alcock Knight, Ltd., Tofts Rd., Knutsford. Tel. 2328/9. [3578

£650—1938-39 Bentley Special razor-edged saloon by Park Ward, heater, covers, good history, condition excellent throughout.—32, Springfield Rd., Leicester. [4153

BENTLEY 1955 S-series saloon, two-tone grey, 47,000 miles, recently checked by manufacturers (details available), in beautiful condition, exchange considered, no dealers.

WILKINSON, "Sandylands," Thornthwaite, nr. Keswick, Cumb. Tel. Braithwaite 303 after 8 p.m. [4050

1948 Bentley standard steel saloon, black, tan leather, moderate mileage, in immaculate order; £985.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1. Euston 7811. [4011

1954 (November) Mark VI Bentley Park Ward drop head coupe, with automatic gear box, midnight blue with grey hide upholstery, 40,000 miles, one owner, specimen condition.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048

1957 Bentley S series saloon, velvet green, with red upholstery, power-assisted steering, excellent condition.—Rippon Bros., Ltd., Huddersfield, Bradford, Leeds and Sheffield. [C3109

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

1954 Bentley R type automatic SS saloon, 28,000 miles only and in excellent condition; £2,600.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

BENTLEY, 1936 3½-litre, F.C. series, Freestone & Webb razor-edged saloon; £475.—C. J. Emms, Ltd., Hotham Lodge, Charlwood Rd., Putney, S.W.15. Tel. Put. 2827. [C2123

1950 (April) Bentley Mk. VI SS saloon, immaculate condition, new tyres, etc.; £1,150.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050/1

1947 Bentley Mk. VI James Young 4-door sports saloon, recent overhaul; bargain; £975.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050/2

1957 series Bentley Continental with coachwork by Park Ward, genuine mileage only 6,000, virtually as new throughout, probably the most superb example in existence.

1953 Bentley R type, finished black and silver grey, one owner since new, magnificent condition; £2,175.

1948 Bentley sports sal., finished black with brown hide upholstery, fitted special high ratio axle, moderate mil., excellently maintained; £995.

THOMPSON-DOXEY, Ltd., Mercedes-Benz distributors, 109 and 139, Eastband St., Southport, Lancs. Tel. 56934. [C4120

1957 (Sept.) Bentley S-type saloon, power-assisted steering, midnight blue, shell grey, blue interior, 12,000 miles, one private owner, immaculate.—A. & B. Motors, Ltd., Mill Lane, Newton-le-Willows, Lancs. [4067

BENTLEY saloon, 1950, Mark VI, black, beige upholstery, makers recon., full flow engine 1956, radio, s. roof, htr., many other extras; well maintained and in excellent condition, no dealers; £1,375.—Pri. 5911. [4259

GW—1933/34 3½-litre Bentley saloon by Hooper, black/green leather, 3 owners since new, recent complete engine overhaul, history known, excellent value; £295.—Gordon White & Co., Ltd., Gerrards Cross 2077-8. [4076

1954 Mark VI Bentley saloon, fitted automatic transmission, black with brown leather, chauffeur maintained, in outstanding condition, small mileage, manufacturer's certificate of serviceability available; £2,650.

DOVES (DARLINGTON), Ltd., 24-26, Bondgate, Darlington. Tel. 2751. [4235

BENTLEY d.h. coupe, Park Ward, full flow wings, power-operated hood, new tyres, new hood, excellent appearance and condition, written guarantee; £2,750.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050/3

JUNE 1957 Bentley Continental saloon by Mulliner, Dynasty blue with blue hide, power-assisted steering, guaranteed mileage 5,000; cost £7,770; to-day's price over £8,000; will accept £6,400; good price offered for one owner 1950 or 1951 standard steel Bentley in exchange.

FORD DEPOT (Barton Townley, Ltd.), King St., Lancaster. [4094

1938 model Gurney Nutting razor edge saloon, entirely modern styling, radio, heater, director recently expended, over £600 reconditioning, receipts shown; bargain 495 guineas.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [4212

1951 Bentley left-hand drive standard steel saloon, completely overhauled by Bentleys, with full oil-flow engine, 5,000 miles only since overhaul, bills and free Bentley history, one owner; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3054

1938 Bentley 4¼-litre Hooper saloon, duo-grey with red, sliding head, overhauled by Bentley 1951, subsequent Bentley history, two owners only from new, well tyred, exceptional condition throughout; £675.—Wollaston Garage, Ltd., Wollaston, Stourbridge. Tel. Stour. 4757-8-9. [4156

£395!!! Bentley sports saloon, a genuine 1937 4¼ litre Park Ward 4-door model, most superior example with good bodywork and thoroughly sound mechanical order, fitted heater and discs and attractively finished in two tone black and ivory; 400 other cars available.—Write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. [C1035

Bentley Cars Wanted

CASS'S MOTOR MART require good Bentleys.—5, Warren St., W.1. Eus. 4110-3523. [W1040

R type T.N. series, low mileage.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445/6. [W1046

LOW-MILEAGE Bentley saloon, must be immaculate.—Tudor Cottage, Fife Rd., S.W.14. Pro. 7425. [W1113

XXX Excellent cash price offered for good Bentley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

DUNCAN HAMILTON & Co. urgently require post-war Bentleys.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

LATE model Bentley wanted for cash.—Mr. Webb, "Buckhurst," Altwood Rd., Maidenhead, Berks, or 'phone evenings Littlewick Green 3076. [W1107

ROWLAND SMITH'S, the Bentley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

WE will buy or part exchange your Bentley for a new one.—Loxham's, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [0836/R

BENTLEY 1950-1954 standard steel saloon required with moderate mileage.—Harry Martin, 25, Devonshire Place Mews, London, W.1. Welbeck 3294. [W3092

WEYBRIDGE AUTOMOBILES, Ltd., official retailers; attractive prices paid for low-mileage post-war Bentley cars.—Queen's Rd., Weybridge. Tel. 2233. [0540/R

Bentley Spares and Service

A SERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING overhauls, accident work.

COACHWORK, recellulosing, trimming, etc.

SPARES service.—Fla. 2223 (7 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1062/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE PARTS.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0593/R

ALL spares, new and secondhand, for all pre-war Rolls, Bentley cars; all repairs and service; specialists in the repair to damaged engines.—Crompton, 69, Westow St., Crystal Palace. Tel. Livingstone 3362. [0490/R

BERKELEY

SALISBURY MOTOR Co., offer:—

NEW Berkeley de luxe, finished red, due to purchaser failing to complete contract this car is offered at £50 below list price; immediate delivery.—Salisbury Motor Co., Fisherton St., Salisbury 6025. [C4107

1957 Berkeley 2-seater sports, blue, twin spotlamps, 4,700 miles; £395.

HUXFORD & SON, Ltd., Simca dealers, The Fairway Garage, West St., Porchester, Hants. Cosham 76770. [C2127

1958 model Berkeley de luxe sports, blue, this is a one-owner vehicle fitted with the Excelsior 328cc engine with twin carburettors, fitted with Michelin X tyres and turbo discs, 4,600 miles only, taxed to end of year; offered at a saving of £100, at £475.

HIRE purchase and part exchanges.

STANDARD House, South End, Croydon. Croydon 0266/6088. [3962

Berkeley Cars Wanted

MODERATELY priced 550cc Berkeley.—Lieut. Grier-Rees, R.A.F., Linton-on-Ouse, Yorkshire. [4159

B.M.W.

1956 (October) (1957 series) V.8 2.6-litre B.M.W. 4-door de luxe saloon, velvet red, hide upholstery, Becker Searcher radio, one owner, an exceptionally fine car, always serviced here; £1,975 or £1,875 without radio.—A.F.N., Ltd., Falcon Works, 400, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

BOND MINICAR

1953 197cc Bond 2-str., cream finish; £179/10; terms, exchanges.—Claude Rye, Ltd., 895-921, Fulham Rd., S.W.6. Renown 6174. [4105

WHO wants a trio? Or—one more than two, because King's of Oxford stock more three-wheelers both new and second-hand than you will see on this small bit of land of ours; write, 'phone or shout.—King's Motors, New Rd., Oxford. Tel. 48458-9. [C3136

Bond Minicar Wanted

ROWLAND SMITH'S, the Bond buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

BORGWARD

B. J. HUNTER, Ltd., Austin agents, offer:—

1955 Borgward Isabella saloon, in red, superb car; £775.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

RODNEY HOWARD & Co., Ltd., sole London Distributors for Borgward, offer:—

1958 Borgward TS75 coupe, white with 2-tone brown and white interior, low mileage; £1,845.

1958 model Borgward TS75, pigeon grey with red upholstery, fitted radio, 4,000 miles only, as brand new; £1,225.

1957 Borgward TS75, grey with black interior, one owner, low mileage, in new condition; £1,145.

1957 Borgward TS75, silver grey with red upholstery, 13,000 miles only, immaculate condition throughout; £1,095.

1958 Borgward Combi Estate car, white with red roof, 4,000 miles, owner gone abroad; £1,195.

ALL new models in stock for immediate delivery; demonstrations anywhere, anytime.—16, Albemarle St., London, W.1. Tel. Hyde Park 7166/1527. [C2136

BLACK & WHITE GARAGES for Borgward cars, distributors Worcestershire, Herefordshire, South Warwickshire; spares, service, accessories, part exchanges.

BLACK & WHITE GARAGES. 'Phone Harvington 231 & 331, nr. Evesham. [0202

1956 Borgward Isabella Combi estate car, red with beige upholstery, this vehicle has covered 13,000 miles in the hands of one careful owner, reclining seats, licensed to December 31st; £950.—H. A. Saunders, Ltd., 10, High St., Rickmansworth 5105. [4390

Borgward Cars Wanted

RODNEY HOWARD & Co., Ltd., are interested in all good used Borgwards.—16, Albemarle St., W.1. Tel. Hyd. 7166. [0965/R

BRISTOL

R. F. FUGGLE, Ltd., (Bristol distributors), offer:—

A NEW 405 Bristol drop head coupe at current list price, plus P.T.

CHOICE of 2 403 Bristols, particulars from:—

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

1948-9 Bristol 400 saloon, outstanding condition; £565.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

BRISTOL 401, 1952, first-class condition throughout; £895.—Chadney Motors, 25-27, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. [3631

BRISTOL

A ANTHONY CROOK, largest distributors of Bristol cars in the world.

406 new, 2.2-litre, servo assisted disc brakes, roomy 2-door coachwork, available shortly.

405 4-door 2-litre cars available, new and used, from stock.

404 120mph 2-seater saloon (the business man's express).

403 2-door streamlined full 4-seater saloon, fitted specially tuned 405 engine, 110mph, supplied and maintained by us; £1,495.

401 2-door streamlined saloons, choice of 8, from £850.

400 2-door occasional 4-seater, choice of 11 from £495.

ANTHONY CROOK MOTORS, leading distributors ever since the car's origin.—Sales: High St., Esher, Tel. 4580. Service: Hersham, Nr. Walton-on-Thames. Tel. Walton 687. [C1063

1953 Bristol 403 saloon, finished in black, in first class condition, 29,000 miles.

1952 Bristol 401 saloon, finished in reef blue, in first class condition.

1953 Bristol 401 saloon, enthusiast's car with Fraser-Nash engine, finished in Bristol green, in first class condition.

B. & W. MOTORS, Ltd., 146, Newhampton Rd. West, Wolverhampton. Tel. Wolverhampton 51293. [4368

CEDAR SERVICE STATION, Ltd., Fareham, Bristol distributors, Hants, Dorset and Wiltshire, welcome your inquiries for new and second-hand Bristols; part exchanges, deferred terms.—Tel. Fareham 2277. [0996/R

Bristol Cars Wanted

J. H. BARTLETT, the Bristol buyers.—27, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Bristol buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

ANTHONY CROOK largest cash buyers. Used Bristols desperately required especially at the moment types 404 and 405.—Esher 4580. [W1063

Bristol Spares and Service

A ANTHONY CROOK, leading spares and service distributors since the car's origin, new and reconditioned bristol spares for all models ever built, factory trained staff working solely on Bristol cars for the past 12 years.—Service and Stores Dept., Hersham, near Walton-on-Thames (20 minutes Waterloo) Walton-on-Thames 687. [S1063

R. F. FUGGLE, Ltd., Bristol spare parts and service.—Bushey Heath, Herts. Tel. 1685. [S2017

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

Bugatti Spares and Service

J. LEMON BURTON, Bugatti spares, Edgware Rd., N.W.2. Gladstone 7677. [0071/R

BUICK

1951-2 Buick special saloon, radio, heater, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1949 Buick, r.h.d., 2-tone blue and grey; £465.—Day, Southend 42156, evenings 55395. [4215

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3903, 345, High Rd., Wembley; for full list see under American Cars. [C4015

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Buick cars.—345, High Rd., Wembley. Wembley 3903/8691.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0303/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Edgar 7911. [0141/R

CADILLAC

SCOTT CARS offer:—

1956 (October) Cadillac, power steering, power brakes, radio and heater, 6,000 miles only; this car is absolutely as new.

1949 Cadillac coupe de ville, heater, radio, electric windows, fully automatic, in very good condition throughout.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779.

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3903, 345, High Rd., Wembley; for full list see under American Cars. [C4015

1949 Cadillac all-electric convertible, hydramatic, radio, heater, etc.; exchanges either way; £950.

BASSETT MOTORS, 111, Burgess Rd., Southampton. Tel. 68655. [4246

1950 Cadillac fixed head 2-door coupe, black, radio, heater, etc.; £775.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858. [C4028

1950-1 Cadillac Fleetwood sedan 62 model, superior condition throughout, automatic, whitewall tyres, radio, seat covers; terms, exchanges.—Cathedral Garage, St. Faiths Lane, Norwich. Tel. 25878. [T9048

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—91-95, Fulham Rd., S.W.3. Kensington 4858. [W4028

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Cadillac cars.—345, High Rd., Wembley. Wembley 3903/8691. [W4015

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Edgar 7911. [0012/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHEVROLET

SCOTT CARS offer:—

1953 Chevrolet convertible, power-operated hood, radio, heater, excellent condition.

1953-4 Chevrolet Powerglide, fully automatic right-hand drive, radio, heater, outstanding condition.

1950 Chevrolet de luxe, right-hand drive, excellent condition.

1948 Chevrolet Fleet Master, right-hand drive, radio, heater, excellent condition; choice of 2 from £275.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676/7779. [C4016

CHARLES FOLLETT, Ltd., offer:—

1956 Chevrolet Bel Air saloon, V8, r.h.d., black, black and white upholstery, radio, low mileage, sold and maintained by us, 6 months' guarantee; £1,275.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1954 Chevrolet Bel Air 4-door saloon, r.h.d., Powerglide, radio, heater; £975.

1955 Chevrolet Bel Air 4-door saloon, r.h.d., radio, heater, V8 engine, £1,195.

1958 Chevrolet l.h.d. Bel Air 4-door sports sedan, V8 engine, Powerglide, radio, heater, 6,000 miles only; £2,295.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 5588. [C1027

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3903. 345, High Rd., Wembley; for full list see under American Cars. [C4015

1951-2 Chevrolet coupe.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C4028

CAT offer 1953 Chevrolet convertible, fitted radio, heater, power hood, whitewall tyres, new hood and new battery; a bargain, 498gns.—Tel. Euston 1926. Evenings Primrose 3232. [C1158

1951 Chevrolet Powerglide saloon de luxe, radio, heater, full automatic drive, one owner from new, specimen condition; £575.—Old Shoreham Garage, Norman Motors, Ltd., Shoreham-by-Sea 3953. [4186

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Chevrolet cars.—345, High Rd., Wembley. Wembley 3903/8691. [W4015

Chevrolet Spares and Service

CHEVROLET.—Concessionaires for the United Kingdom, hold good stock of spares; same day service.—B. & C. Concessions, Ltd., 46/50, Gloucester Avenue, Regents Park, N.W.1. Primrose 0161. [0677/R

CHRYSLER

CHRYSLER Plymouth P27, reg. Jan. 1956, power flight transmission, radio, heater and all etceteras, cost £2,400; immaculate; special offer, £1,300; open to any inspection.—Fishponds Motor Co., Bristol 653473. [3216

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models, exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CITROEN

LEC

1951 Citroen Light 15, extensively overhauled by us, who have looked after the car for 2 years, good silver grey paintwork, exceptionally smart maroon interior, full details gladly given; £435, terms, exchanges.—Below.

1952 Light 15 French model (l.h.d.), maintained by us, good mechanical condition with smart red paintwork and good tyres; £315, terms, exchanges.—Lorraine Engineering Co., Ltd., 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. [C1086

LEX The Ace

CITROEN Distributors.

1956 Citroen DS19, latest modifications.

1955 Citroen L15, Grey, low mileage.

1954 Citroen L15, Grey/red, radio.

1954 Citroen L15, grey.

1953 Citroen Family 15, black, sunroof, radio.

1953 Citroen L15 choice of three.

1952 Citroen L15, blue.

1952 Citroen L15, black, sunroof.

1952 Citroen L15, black.

1950 Citroen L15, cream.

FOUR months' warranty; part exhanges; H.P. terms, open all day Saturdays.

LEX The Ace, North Circular Road, N.W.10. Elgar 5585/9. [C3134

J. DAVY, Ltd., Citroen agents.

1957 DS19 saloon, radio, one owner, 9,000 miles, excellent condition, comprehensive guarantee; £1,365.—215, Brompton Rd., S.W.3. Knl. 4215. [C1069

MAYFAIR COUNTRY CARS offer:—

1954 Citroen 4, superb condition, one owner; £595.—47, Montrose Place, S.W.1. Belgravia 5854. [C3008

A FANTASTIC 2-c.v.—See Lockhart's advertisement in this issue under "Continental cars." [C3122

DS19 or 2CV.—Worthing Motors, Ltd., Broadwater Rd., Worthing. Tel. 71. [0704

CITROEN

CONNAUGHT ENGINEERING.

SEND.

WE are pleased to announce that we have been appointed distributors for Citroen cars and commercial vehicles in Surrey; you will find at our Send premises a knowledgeable and enthusiastic sales staff waiting to answer your queries, and a factory-trained service department of ex-racing mechanics, whose standard of workmanship is much higher than you could expect of a normal service garage; demonstration cars are available 7 days a week from 9 a.m. till 8 p.m.; service facilities 5½ days a week and the petrol station never closes.

CITROEN DS19, finished in mist grey with black top, maroon and grey leather upholstery, whole car quite unmarked and in excellent condition, only 19,000 miles from new and highly recommended at £1,295.

CITROEN DS19, finished in mist grey and ivory with hide interior, only 7,000 miles in the hands of one careful owner, highly recommended at £1,750.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1132

CNK MOTORS offer, from their treasure chest of beautiful Citroens:—

1954 Citroen Light 15, grey/red; £545.

1953 Citroen Big 15, black, one owner, superb; £525.

1953 Citroen Light 15, choice from £495.

1952 Citroen Light 15, one owner, specimen; £445.

1948 Citroen Light 15, immaculate order; £335.

THE above are wonderful examples offered with 3 months' written guarantee.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

T. W. HOLLIDGE, Ltd., Citroen agents, sales, service.—46, London Rd., Kingston 6201-2-3. [C2124

CITROEN DS19 August '57, mist grey with red top, special Marchal fog lamps, radio, etc., in excellent condition; £1,325.

T. N. KENDALL & Co., Citroen agents, sales and service.—26-30, Portman Close, W.1. Welbeck 4752. [2739

N.W. London distributors.—Blackbird Hill Garage for Citroen sales and service, Kingsbury, N.W.9. Col. 6134. [0135/R

1948 Citroen Light 15 saloon, black, excellent condition; £295.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040

1957 Citroen DS19 saloon, approximately 16,000 miles, duo grey, one owner, as new; £1,595.—Windmill & Lewis, Ltd., Merchants Rd., Clifton, Bristol. Tel. 33021. [5197

1950 Citroen Light 15 saloon, maroon, excellent appearance and sound mechanical condition; £345; terms, exchanges.—Northways Garage, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. [C3026

1954 (May) Light 15 saloon, 35,000 miles by one lady owner, perfect condition; £550.—Philip H. Johnson, Ltd., Citroen specialists, opp. G.P.O., King's Lynn, Norfolk. Tel. 2424. [3821

1952 (June) Citroen Big 6 saloon, black and brown leather interior, 40,000 miles, excellent condition throughout; £395.—Old Shoreham Garage, Norman Motors, Ltd., Shoreham-by-Sea 3953. [4185

325gns.—Citroen Light 15 1949 saloon, grey, sliding head, red leather, excellent condition, written guarantee; terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

C. G. NORMAN (VICTORIA), Ltd., Citroen sole distributors for the County of London; service, spares and replacement units, fully guaranteed, used models at competitive prices, always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

£1295!!!—Citroen DS saloon, 1957 series with latest modifications to steering and suspension, only one owner since new, complete history sheets available and bills for the above work, nominal mileage, a very immaculate car; 400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. [C1035

Citroen Cars Wanted

LEX the Ace,

ARE always in the market for good used Citroens.

LEX The Ace, North Circular Rd., N.W.10. Elgar 5585-9. [W3134

2CV 1955 375cc, in good condition, wanted privately, cash available.—Box 5094. [4133

ROWLAND SMITH'S, the Citroen buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

GOOD Citroen required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

CNK MOTORS urgently require Citroens, all models.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

Citroen Spares and Service

SOUTH of the Thames.

BALES OF CROYDON, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3151-2. [0187/R

TRICOLORE GARAGE, Citroen specialist.—24-hour breakdown service.—Aldershot Rd., Worplesdon, nr Guildford. Tel. Worplesdon 66. [S4114

SHRIMPTON'S MOTORS, Ltd., Distributors, W.4. Showrooms: 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Services: 137-143, High Rd., Chiswick, W.4. (Chiswick 6159.) [0727/R

FOR quick service and good sales in Central London for your Citroen, consult the Lorraine Engineering Co. Ltd. and ask for Mr. Hammond, 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. [S1086

CONVERTED CARS

ALEXANDER top the list for rally-tested conversions and/or Laycock overdrives for most Austin, Morris, Wolseley and Ford models. Standard 8 and 10, Minx I and II, Rapier I and II, ohv Husky, Gazelle, Dauphine, Magnette and Metropolitan; write for details, there is an Alexander fitting agent quite near you.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. [C1094

CONTINENTAL CARS

LOCKHART'S, the Peugeot distributors, offer immediate delivery of new 403 saloons; also:—

CITROEN 1954 2-c.v. cabriolet, one owner, £171 worth extras including wireless; £399.

FIAT, new 1100 saloon, registered August, 1956, impeccable condition, heater, l.h.d.; £450.

LANCIA 1956 Aprilia saloon, outstanding order throughout, heater and many extras; £295.

PEUGEOT 1950 203 saloon, one owner six years; £565. 1952 203 saloon; £450.

PORSCHE 1955 1500 saloon, 28,000 miles, wireless, etc., superb condition throughout; £1,395.

SIMCA 1957 Elysee saloon, 8,000 miles, literally unmarked and as new; £795.

VOLKSWAGEN 1954 (November) de luxe saloon, ultra maroon, matched pass foglights; £525.

LOCKHART'S, the Peugeot distributors; terms, exchanges.—12-16, Chiltern Rd., Dunstable. Tel. 114. [C3123

COOPER

COOPER Mark X.—Michael Christie's own special, record-holding car is offered complete, ready to race, with 1,100cc engine and spare, unused 1,000cc engine; also 1952 A70 pick-up, complete with metal canopy and separate trailer to match, which will sleep 2 and take any post-war racing car; also large quantity of spares; genuine enquirers please send for details and list; inspection invited.—Alexander Engineering Co., Ltd., Haddenham. [C1094

DAIMLER

CAR MART, Ltd.

OFFER with 6 months' guarantee.

£1650.—Daimler 104, 3¼-litre saloon, radio, heater, reg. April '56.

CAR MART, Ltd., Upper Montagu St., W.1. Ambassador 1837. [C1039

PEDIGREE CARS offer:—

1955 Daimler Century Conquest saloon, black, red interior, specimen car, in outstanding condition, one owner, originally supplied by us; £885.—340, Euston Rd., N.W.1. Euston 7889. [C3093

WARWICK WRIGHT, Ltd., offer:—

1953 Daimler Conquest saloon, grey, blue upholstery, 17,000 miles; £650.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

CHIPSTEAD MOTORS, Ltd., offer:—

ROADSTER (June 1955) streamlined sports 2-seater, unblemished in ivory with red leather, one owner, radio, heater, etc., specimen available shortly.—142, Holland Park Ave., W.11. Park 3445-6. [C1046

WEYBRIDGE AUTOMOBILES offer:—

1955 Daimler Regency saloon, black with beige interior, one owner, 35,000 miles, fitted heater, superb condition throughout; £995.

WEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2235. [C4094

HENLYS offer with 6 months' guarantee:—

1955 Daimler Century saloon, one owner, grey with red interior; £945.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr Gray. Gulliver 5721. [4378

1954 Daimler Conquest, grey with red hide.

LEX The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [4395

COOMBS & SONS (GUILDFORD), Ltd., offer:—

DAIMLER Conquest/Century drop head coupe, 1955 model, finished in black with red hide upholstery and fitted with power operated hood, push button radio, heater, fog lamp, radiator blind, wing mirrors, 15,000 miles only, cost new nearly £2,000, offered in first-class condition; taxed for the year, complete set of new whitewall tyres; £1,125.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

CAMDEN MOTORS for high class used Daimlers; selection from our stock of 20 models:—

DAIMLER Consort saloon, 1955, a very carefully used car with only one owner since new, serviced and maintained by Daimler agents, all bills, history available, colour black, red hide interior, heater and radio; £645.

DAIMLER Consort saloon, 1952, in maroon and silver, bodywork and chrome unmarked, one change of owner since new, new tyres and recent engine decoke, moderate mileage; £595.

DAIMLER Consort saloon, December 1950, finished in green with interior to match, completely original throughout, a very genuine and outstanding example; £495.

DAIMLER Conquest saloon, 2½-litre model, a 1953 car in 1957 condition, absolutely immaculate throughout; £695.

DAIMLER Conquest saloon, 1954, driven and maintained by private chauffeur since new, one elderly owner, other cars kept, radio, heater, loose covers, washers, etc.; £745.

DAIMLER Century saloon, 1955, another very immaculate one-owner specimen, black, beige hide, heater and radio, moderate mileage; £895.

DAIMLER Century convertible, 1955, 4-5-seater drop head coupe with the Century engine, Daimler bodywork incorporating power operated hood, usual extras, an unblemished motor car; £995; 400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. [C1035

CHARLES FOLLETT, Ltd., officially appointed Daimler retailers.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE, Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1950 Daimler 2½-litre saloon, black; £450.—Gideon Motors, Ltd., Bar 1144. [C3028

1949 Daimler 2½-litre saloon, in really outstanding condition; £355.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

1948 Daimler 18hp, radio, heater; £385.—Robbins, East Putney. Tel. 7881. [C3010

1957 Daimler Century saloon, automatic drive, 6,000 miles only; £1,495.

3300 miles only, 1956 (November) Daimler Century saloon; £1,295.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

CASS'S MOTOR MART offer three Daimler 2½-litre saloons, from £495; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1956 Daimler One-o-Four saloon, one owner, 14,000 miles. H.M.V., heater, extras, outstanding throughout; £1,595.

RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952/3/4. [C3052

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 38241. [0687/R

1956 (Sept.) Daimler Conquest saloon, black/silver with blue leather, one owner, immaculate condition; £950.

MOTORS & PLANT (PETERBOROUGH), Ltd., Newark Rd., Peterborough. Tel. 5558. [T9013

1951 (December 1950) Daimler Consort saloon, black with red leather, maintained regardless of cost by one owner; £495.

1950 Daimler drop-head, Barker body, green with new fawn hood, maintained regardless of cost by one owner; £550.

HUXFORD & SON, LIMITED, The Fairway Garage, West Street, Portchester. Tel. Cosham 76770. [C2127

G & M ALFREDS (1936), Ltd.—Daimler 1951 Consort saloon, far above average; guaranteed.—6-7, Warren St., W.1. Euston 3268. [C1005

STRATSTONE, the leading Daimler agents for 35 years, have a comprehensive stock of all types of good used Daimlers.—Stratstone, 40, Berkeley St., W.1. [C4022

1954 Daimler Century, green with green interior, one fastidious owner, undersealed, fitted latest type heater, guaranteed; £895.—Campbell Symonds, Wembley 6262 [C1057

1954 (June) Daimler Conquest Century saloon, fitted radio, 19,000 miles, as new; £895.—Mansfield Autos, Ltd., 48, Fitzroy St., London, W.1. Euston 2587. [C3001

1950 Daimler Consort in exceptionally good condition, engine recently overhauled, bargain; £445.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

AZ MOTORS offer 1952 Consort, 27,000 miles only, one owner since new, fitted loose covers and heater, superlative condition; real opportunity; £525!!! —Palmerston Rd., N.W.6. Mal. 4723. [C1011

£599!!!—1952 Daimler Consort 2½-litre de luxe saloon, late property elderly gentleman and having been driven slowly and methodically for years is still in superb condition.

£399!!!—1948 Daimler 2½-litre de luxe saloon, in as nice condition as the car advertised above.

£845!!!—Daimler 2½-litre sports chassis, fitted Barker 3-4-seater streamlined sports convertible bodywork, this vehicle, late property wealthy gentleman, is the finest available, fitted at outstanding expense with power-operated convertible top, superlatively finished in duo green, one of the finest and best chassis we have ever had, probably the only power top Daimler available, small tiny mileage, all extras, radio, heater, etc.

LAMBS OF WOOD GREEN (Established 1897): 100 cars; 5 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1954 Conquest Daimler saloon, one owner, low mileage, exceptional condition; £825.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 4571 and 6196. [C3037

1957 mdl. Daimler Century automatic, 14,000 miles, silver, blue leather, one owner only, as brand new; £1,275.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1953 Daimler Conquest, fitted radio, heater, windscreen washers, spot and fog lamps, in impeccable condition throughout; £645.—Kings Motors, 1, High St., Hounslow 3532 & 2559. [C2049

OCT. 1956 Daimler Century 2½-litre Mk. II, preselector, mileage only 3,500, immaculate, one owner chauffeur driven, colour black and silver; £1,200.—Hutchison & Wilde, Ltd., Llandudno 7444-5. [4056

1950 Daimler 2½-litre saloon, black with brown interior, very good throughout, £355; also 1952 Consort saloon, black with brown interior, loose covers, £525.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

1953 (late) Daimler Conquest, heater, 23,000 miles, absolutely faultless condition and appearance, written guarantee; £675; ex. terms.—Shalless Eng. Co., Whyteleafe Station, Surrey. Uplands 6967. [C4116

645ens.—Daimler late 1953 2½ litre Conquest de luxe saloon, black, brown leather, preselector, radio, heater, exceptional, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

LIMOUSINE, November 1947 D.E.27hp Hooper, forward occasionals, cloth rear, electric division, boot, one private owner, recent engine and gearbox overhaul by the Daimler Co., Ltd., reasonable mileage, black; £1,075. 23,315 miles, late 1952 Straight 8 D.E. 36hp Hooper Limousine, one private owner electric partition forward occasionals, luxuriously appointed, heater, radio screenwash, cloth rear, outstanding specimen, black; £2,085.

JACK ALPE LIMOUSINES, 50, Marylebone High Street, W.1. Welbeck 1124. (near Baker Street Station). [C1103

Daimler Cars Wanted

ALPE & SAUNDERS LTD. require DE.36 or 27hp Saloons or Limousines in above average condition.

A & S Ltd. Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [W1006

PRIVATE person wishes to purchase Daimler Conquest Mark II saloon, low mileage.—Box 5095. [4134

Daimler Cars Wanted

ROADSTER 1955/57 2/3-seater, low mileage.—Chipstead Motors, Ltd., 142, Holland Park Ave., W.11. Park 3445/6. [W1046

DAIMLER 104 saloon wanted, low mileage, in as new condition.—M. J. Hughes, Ltd., 19, The Highway, Beaconsfield 644. [4429

NEARLY new or small-mileage Daimler wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

XXX Excellent cash price offered for good Daimler.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

ROWLAND SMITH'S, the Daimler buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4016/R

ALMOST new Daimler required immediately Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W5016/R

Daimler Spares and Service

DONALD VINCE OF CROYDON, Service and Sales Specialists for Daimler and Lanchester.—Kidderminster Rd., Croydon. Tel. 5775 and 1147-8. [0688/R

DEBNAM MOTORS have been Daimler and Lanchester specialists for 45 years; only skilled fitters employed.—Atherstone Mews, Cromwell Rd., S.W.7. Kni. 0421. [0156/R

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering services Daimler cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7301/7321. [0236/R

DELAGE

1939 Delage D6/75 sports saloon by Coachcraft, 66,000 miles only since new, silent Cotal box, paintwork unblemished, interior superb, rare specimen with graceful lines; £595.

AUTOMO, Ltd., 229, Westend Lane, N.W.6. Hampstead 5450. [C1150

1939 Delage D6 120 metallic grey sports saloon, this car has done 5,000 miles since complete engine overhaul and rebore, it is in really immaculate condition, must sell; nearest £300.—Tel. Astwood Bank 82. [4044

DELAHAYE

1949 Pennock drop head 3½-litre, recent overhaul, bargain; £285.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

D.K.W.

DKW cabriolet, in very nice order indeed, new

DKW hood, etc.; h.p. arranged; £150.

—B. & M. Garages, Ltd., for D.K.W. cars genuine spares; guaranteed repairs and overhauls; terms, exchanges, etc.—42a, St. Michael St., Paddington 6877. [0016/R

1955 D.K.W. 3/6 Sonderklasse coupe, one owner, excellent condition throughout; £635; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1957 (March) D.K.W. 4-seater de luxe coupe, total mileage 9,000, ivory and black, red upholstery, Becker radio, one owner, £895; also 1955 4-seater coupe, sliding roof, radio, excellent condition, £675.—A.F.N., Ltd., Falcon Works, 400, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

D.K.W. Cars Wanted

1957 low mileage D.K.W. wanted, not black.—Fisher, Stoulton, Nr. Worcester. [4085

FIAT

A

ANTHONY CROOK, all new Fiats from stock.

10 used cars, types 500, 600, 600 Multipla utility, 1100.—Distributors, High St., Esher. Tel. 4580. [C1063

C

CVR—C. V. Rushmer Automobiles, the Fiat specialists; 1900, 1400, 1100, 600, 500.

4000 miles.—1957 600 saloon, loose covers, mirrors, one owner, as new.

10000 miles; 1957 1900 B saloon, one owner, radio, overdrive, superb example, guaranteed.

1955 600 saloons from £450, guaranteed.

1100 saloon, registered March, 1957, 11,000 miles, radio, as new; £655; guaranteed.

CVR—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061

H

H. C. PAUL, Ltd.

1957 Fiat 500 coupe, green, 1,000 miles only; £475.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. [C3040

MAJESTIC offer:—

1100/B, green, one owner, 10,000 miles, loose covers; £695.

1100/B, grey/blue, one owner, 8,000 miles, loose covers; £695.

500 1957 new coupe, nominal mileage; £475.

600 Multipla, grey/blue, 6-seater, new unregistered.

MAJESTIC GARAGE, Hinton Rd., Bournemouth. Tel. 4275. [4077

S & S MOTORS offer:—

S & S MOTORS, Fiat Agents, new models from stock.

S & S MOTORS for Fiats, specialists sales, service and repairs.

S & S—Fiat 1100 1957, excellent condition; £600.

S & S—Fiat 1956 600, excellent condition, choice of three from; £460.

S & S—Fiat 1955 500C station wagon, 2-tone grey, excellent condition; £465.

S & S—Fiat 1947 500cc, reconditioned engine, respayed; £285.

S & S—Fiat 1939 500cc 4-seater, excellent condition; £175.

S & S MOTORS, London's Fiat specialists, have several pre-war 500cc from £90; h.p. and insurance arranged all above.—18, Leinster Terr., W.2. Pad. 6174. [C4090

FIAT

H BEART & Co., Ltd., offer:—

1955 Belvedere station waggon, grey, well maintained, example of this very economic car; £475.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

TWO STROKES, Ltd., offer:—

1955 Fiat 600, absolutely spotless, guaranteed; £479.

1956 Fiat 600, special exhaust, only 12,000 miles, looks like new, guaranteed; £519.

NEW Fiats for immediate delivery.—Stanmore Hill, Middx. Tel. Grimsdyke 1166/7. [C4091

WM WELBECK MOTORS for Fiat:—

1957 Fiat 600 convertible 4-seater saloon, with fully opening sun roof, green, mileage 11,000, virtually as new; £565.

1957 Multipla 6-seater utility, mileage only 4,000, as brand new; £675.

WELBECK MOTORS, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

J

J. DAVY Ltd., Fiat and Simca distributors.

1957 (Dec.) Fiat 500, works mileage; £495.

1955 Fiat 1400, radio, loose covers, etc., excellent condition; £675.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

RICHARDS & CARR are always best value.

1957 500 convertible, 1958 engine modifications just effected, virtually new condition; £465.

1957 Multipla 6-seater, one owner, 11,000 miles, several extras, exceptional; £595.

1957 model 600 saloon, 3,500 miles, Motorola radio and other extras, like new; £545.

1952 1100 saloon, believed genuine 36,000 miles; £375.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

MAYFAIR GARAGES, Ltd.—Fiat. Fiat. Fiat.

MAYFAIR.—1955 1100 Millecento, black, one owner, small mileage; £545.

MAYFAIR.—1956 1100 Millecento, 2-colour, extremely smart car; £575.

MAYFAIR.—1958 new 500 2-4-seat convertible, grey, one owner, 1,000 miles only, as new; £485.

MAYFAIR.—1957 (reg. January) 600 convertible saloon, one owner, 9,000 miles, as new; £565.

MAYFAIR.—1955 (August) 600 hardtop saloon, dark blue, one owner, well above average, choice of 4 600s; £435.

MAYFAIR.—(Reg. 1941) 500 2-4-seat open tourer, silver/grey, rare model, outstanding condition; £145.

MAYFAIR.—All Fiats carry 3 months' written guarantee, any make exchanged; h.p. ½rd deposit.

MAYFAIR GARAGES, Ltd., Fiat showrooms, Bishop's Bridge Rd., W.2. Amb. 1061. 9-6. Sats. 9-5. [C3009

1955 Fiat 600, beautiful two-tone, one owner, heater, choice of 3; £455; and

1958 Fiat 500, demonstration model, works mileage; £499; and

1956 Fiat 1100, absolutely like new, one owner, heater, seat covers, many extras; £645; h.p.; 3 months' guarantee; exchanges.

PREMIER MOTORS, Fiat Distributors, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3083/1

£450—1100 saloon.—See Lockhart's advertisement in this issue under "Continental Cars." [C3122

1955 Fiat 600 saloon, kept in immaculate order, ideal economy car and perfect roadholding; £445.

1957 Fiat 600 saloon an outstanding example of a carefully used and well-kept, one-owner car; £565.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1955 Fiat 1100, blue, radio, heater, excellent condition; £525.—Vale Motors, Euston 3526, Wokingham 1040. [4167

1953 Fiat 1400 saloon, grey, radio, heater, mechanically superb, roomy family car with performance to delight the enthusiast; £465.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097

MOST 1958 Fiat models on show, also a selection of used Fiats which include 3 1956 600 models, also a few 1100 models.

HUXFORD & SON, Ltd., Fiat distributors and enthusiasts, The Fairway Garage, West St., Portchester. Tel. Cosham 76770. [C2127

1957 (Aug.) Fiat 600 saloon, latest type winding windows, 3,000 miles, as new; £575.—Runfold (Surrey) 483. [4254

1957 (June) Fiat 600 saloon, in brand new condition, genuine mileage under 4,000; price £545.—Vintage Engineering Co., Market Deeping. [5350

BAKERS OF READING.—1958 Fiat convertible, under 1,000 miles, brand new car registered January, 1958; £475.—35, Friar St., Reading. Tel. 3976. [4252

1400A 1957 (April), 4,000 miles, green; £825. —Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 4841. [C2075

1951 Fiat 500C convertible, good condition, green; £250.—Bleasdale, Poste Restante, Sedgefield, Durham. [4144

1956 Fiat 600 saloon, one owner, radio; £475. —Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 4011. [C4004

SEVERAL Fiat demonstration models available, low mileage, perfect condition.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651. [0076/R

1957 Fiat 600 saloon, grey with blue interior, mileage only 8,000; £535.—Longmans Garages, Ltd., Taunton Place, Marylebone, N.W.1. Paddington 7242. [3728

1954 (Aug.) 1400 saloon, black and grey, heater, in really exceptional condition throughout; £575; terms, exchanges.—Northways Garage, Finchley Rd., Swiss Cottage N.W.3. Primrose 1127. [C3026

JULY 1955 Fiat 600 saloon, dark blue, heater, screen washer, taxed year, genuine low mileage, as new; £465; terms and exchanges.—Windmill Garage, Worthing Rd., Rustington. Tel. 2547. [4183

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FIAT

595gns.—Fiat 1400A October 1955 saloon, duo-tone grey/green, radio, heater, seat covers, Ace Rimbellishers, very carefully used; written guarantee; terms, exchanges.—Rowland Smith, below:— [C4018

265gns.—Fiat 500C 1950 Belvedere 4-seater estate car, l.h.d., natural timber, fold-flush rear seating, very good condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1955 Fiat 1100, finished in blue, fitted heater, in outstanding condition throughout; £540.—Fairgreen Motors, 34-37, Upper Green Heath, Mitcham. Tel. Mit. 3833 & 8153. [4179

Fiat Cars Wanted

FIAT 600, must be immaculate, fullest details.—72, Granville Rd., Wigston, Leicester. [4157

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats.—Bishops Bridge Rd., W.2. Amb. 1061. [0695/R

1955 and later models urgently required.—35, Kinnerton Street, S.W.1. Belgravia 3711. [W5045

ROWLAND SMITH'S, the Fiat buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

S & S MOTORS pay more for any Fiat; distance to purchase no object.—18, Leinster Terrace, W.2. Paddington 6174. [W4090

CVR C. V. Buhlmer Automobiles must have good Fiats; top prices.—45c, Holland Park Mews, W.11. Park 5731. [W3061/R

Fiat Spares and Service

FRANCIS FOR FIAT.—Specialist repairs, tuning, new and used parts; Fiats wanted, any condition.—36, Kingswood Ave., N.W.6, or Lad. 4785. [2604

S & S MOTORS, London's largest Fiat stockists.—Rad. 6174. Service and repair workshops, fully equipped, trained mechanics.—Bay. 1644. [0145/R

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

PREMIER MOTORS, main London dealers distributors for Fiat spares, accessories and service, open 9 a.m. to 8 p.m. Monday to Saturdays.—295, Lewisham High St., S.E.13. Lee Green 1051. [S3083

FIAT 500, 1100 spares, full range, reconditioned units, metric spanners, modified high performance cylinder heads 600, 1100, 508C, in exchange, £15/10.—Derrington, 159-161, London Rd., Kingston, Surrey. 5621-2. [S1071

FORD (8 h.p.)

£249!!!—Ford 8hp saloon, one owner, and in remarkably sound order, coachwork quite outstanding and well shod; choice of a number of Ford Eights, Tens, Prefects, Anglias, all excellent.—Jennings, Richmond 3568. [C3103

FORD ANGLIA

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1956 Anglia de luxe Corfe grey, with duo-tone upholstery, heater, etc., £505; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Brown's.

1951 (Nov.) Ford Anglia saloon, fawn and red interior, extras, taxed year, A1 guaranteed; £385.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [0099/R

1953 Ford Anglia; £325.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

J. DAVY, Ltd., Ford dealers.

1957 Anglia, heater, one owner, 4,100 miles, exceptional condition, comprehensive guarantee; £525.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

ALLAN TAYLOR MOTORS, Ltd., offer:—

1956 Ford Anglia, choice of 2, very low mileage; £465 and £485.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Anglias always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066

1954 Ford Anglia, blue, 14,000 miles only, one owner, exceptional condition; £445.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel 4660. Open till midnight. [C1159

1952 Anglia, black, heater, radio, extras, immac.; £295.—Upminster 3613 evenings. [4336

1958 Ford Anglia, fitted heater, many other extras, 2,000 miles; £585.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. Open all day Saturday. [C4057

1956 Ford Anglia, superb order, small mileage; £495; below

1947 Ford Anglia, overhauled engine, very clean; £245.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1956 (November) Ford Anglia de luxe, duo-tone, heater, many extras, as new; £525.—Hale Motors. Tot. 7771. [C2077

1954 Anglia 100E saloon, heater, guaranteed; £425, terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

1958 Ford Anglia de luxe; list price; choice of colour.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

FORD ANGLIA

1955 Ford Anglia, a beautiful car; £460.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pollards 2100. [C1154

£265.—1952 Ford Anglia, one owner, in excellent condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1956 Ford New Anglia de luxe saloon, one owner; £490.—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 0011. [C4004

1953 Ford Anglia, choice of two; £329.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107. [C2024

395gns.—Ford New Anglia 1954 saloon, Winchester blue, heater, seat covers, excellent condition; written guarantee; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford Anglia Cars Wanted

ROWLAND SMITH'S, the Anglia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1956 Ford Popular saloon, black with red upholstery, trafficators, £355; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

1956 Ford Popular; £355.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

PERRY'S OF BOWES ROAD offer:—

1956 Popular, black, immaculate condition; £365.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Popular cars always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066

1956 Ford Popular saloon, black, 11,000 miles only, as new; £550.—Hale Motors. Tot. 7771. [C2077

1955 Ford Popular, Dorchester grey, one owner, 26,000 miles, heater and extras; £299.

XL SERVICE STATION, Kingston Vale, S.W.15. Kingston 8353. [C4060

1954 Ford Popular with reconditioned engine, not yet run in; £325.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. [C1080

FORD Popular 1954, heater, grey, low mileage, first-class condition; £300.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [C4095

FORD Popular 1954, beige, one careful owner, 16,000 miles, beautiful condition, good tyres, new battery; £300.—Beaconsfield 448. [4346

1956 Popular saloon, heater, magnificent, guaranteed; £520.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1956 (June) Ford Popular, beige/red, one owner, 11,000, heater, modified anti-roll suspension, taxed year; £350.—The Black Horse Garage, Richmond 6441. [C1116

1955 Ford Popular saloon, black/red, one owner, many extras, very clean, 3 months' guarantee; £335.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

335gns.—Ford Popular September 1955, fawn, seat covers, parcel shelf, trafficators, one owner, excellent condition, taxed; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford Popular Cars Wanted

1954 Ford Popular wanted.—Harvey, 6, Rosemount Rd., Finchley Rd., Hampstead 5745. [3861

ROWLAND SMITH'S, the Popular buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD PREFECT

A1 at Brown's.

1955 (Jan.) Ford Prefect saloon, black, red interior, heater, many extras, including Town and Country tyres, beautifully kept and maintained and in really exceptional condition throughout; £485.

1956 (late) Ford Prefect de luxe saloon, black, and red hide interior, heater, many extras, as new; £550.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus depot). [0100/R

J. DAVY, Ltd., Ford dealers.

1957 Prefect, heater, one owner, excellent condition, comprehensive guarantee; £535.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

H. A. SAUNDERS, Ltd., offer:—

1957 Ford Prefect saloon, black, grey with red upholstery, recorded mileage 3,381, heater; £595.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Prefects always available; 'phone for our list.—Used Car Dept., Perivale 3388. [C1066

1955 (August) Prefect, one owner, low mileage, excellent condition; £465.—Vig. 6197. [4325

FORD PREFECT

1956 Prefect, heater, 9,400 miles, superb; £535.—Below.

1956 Prefect de luxe saloon, heater, etc., excellent; £550.—Rawling's Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. [C4132

1957 Ford Prefect saloon, one owner, heater, 11,000 miles, £545.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0456. [C1048

1958 Ford Prefect de luxe, Dover white, many extras, including heater and undersealing, 900 miles only; £665.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129

1956 Ford Prefect, black with red upholstery, heater, 22,000 miles; £525.—Richard France, Ltd., 245, High Rd., Tottenham 0355. [C2118

OCT. 1954 Ford Prefect, black, red interior, heater, one change of owner; £495 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1956 Ford Prefect saloon, grey, heater, S/W, other extras, in excellent condition; £535.—348, King St., Hammersmith, W.6. Riv. 2837. [C3130

1955 Ford Prefect saloon, excellent throughout, heater, wing mirrors, spot lamp, leopard skin loose seat covers; £495.

1956 Ford Prefect saloon, well kept bodywork, fitted heater; £515.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008

1958 Prefect de luxe saloon, black, reg. Nov., 1957, Dover white, 2,500 miles, heater, twin mirrors, taxed year; £635.—Tel. Runfold (Surrey) 485. [4253

£250.—1948 Ford Prefect, export model, full front bench seat, reconditioned engine, in spotless condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

WALTER SCOTT, Ltd., 1956 model, de luxe Prefect, heater, black, loose covers, 17,000 miles, unmarked, one private owner; £525.—39, College Cres., N.W.3. (Swiss Cottage Tube). Pri. 4466. [C4006

345gns.—Ford Prefect 1953 saloon, fawn, red leather, heater, excellent condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1956 Ford Prefect de luxe, Aquaplane cylinder head (9:1), overdrive all gears (6 speeds), oversized tyres, special driver's seat, heater, over £100 of extras and modifications, sparkling performance with economy, Bristol fawn with maroon interior, immaculate condition throughout; £575.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3484. [C1161

Ford Prefect Cars Wanted

ROWLAND SMITH'S the Prefect buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD ESCORT

1956 Ford Escort, £500; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1957 (March) Ford Escort, grey, excellent condition; £535.—H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [4219

FORD SQUIRE

WARWICK WRIGHT, Ltd., offer:—

1957 Ford Squire estate car, blue, fawn upholstery heater, 15,000 miles; £625.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

PERRY'S OF BOWES ROAD offer:—

1957 Squire, blue, heater, seat covers, 4,500 miles only, as new; £645.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Tel. Enterprise 4404. [C3128

1956 Ford Squire estate car, several extras; £555.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2045

IMMACULATE green 1956 Squire, extras, private sale; h.p. available; £545.—Sevenkings 6707. [4160

1956 Squire, fawn, one owner, 12,000 miles, excellent condition; £540.—Esher 2255. [C4086

1956 Ford Squire type utility, heater, moderate mileage, two-tone paintwork; £455.

L. F. DOVE (C.V.), Ltd., 96, Lower Addiscombe Rd., Croydon. Add. 3131. [4240

1957 Ford Squire, 7,400 miles, as new, one owner; £605.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1955 Ford Squire estate car, one owner and 15,000 miles only, privately used and with heater; £535.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open weekdays 8 a.m. to 6 p.m. [C2008

1956 Squire estate car, 8,000 miles, one owner, guaranteed; £535; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

FORD CONSUL

A1 at Brown's.

1955 (May) Ford Consul saloon, black and red hide interior, heater, extras, beautifully kept and maintained A1 guaranteed; £575.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham 2284. [C1025

G. S. HALL, offer:—

1955 Consul convertible, grey, red trim and hood, Motorola radio, heater, 5 whitewall tyres, spare unused 7,700 miles, one owner; £695.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

CROFTON GARAGES, Ltd.

1956 Ford Consul Mark II, radio and heater, blue with cream trim; this is a very nice example of this series; £695.—132, Whitechapel Rd., Bishopsgate 3393. [C1139

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

KENNINGS, Ltd., offer:—

1955 Ford Consul saloons, fitted heater, choice of two: from £540.—84-90, Holland Park Ave., London, W.11. Park 5077. [C3630

J. DAVY, Ltd., Ford dealers.

1957 Consul, heater, one owner, superb example, comprehensive guarantee; £715.

1955 Consul convertible, heater, loose covers, etc. exceptional condition; £625.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

H. BEART & Co., Ltd., offer:—

1955 Ford Consul convertible, grey, red upholstery; £575.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

1956 Ford Consul Mk. I; £575.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx Tel. Wembley 4422. [C4015

GLANFIELD LAWRENCE offer:—

1957 Ford Consul, blue, heater, 12,000 miles; £745. —407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1955 Ford Consul saloon, black, red upholstery, heater, 17,000 miles; £575.

1955 Ford Consul (power hood) convertible, beige, red upholstery, heater, 20,000 miles; £595.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

PERRY'S OF BOWES ROAD offer:—

1956 Consul Mark II saloons, choice of several colours available including 2-tone models from £725.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

HENLYS offer with 4 months' guarantee:—

1956 Ford Consul saloon, series II, heater, one owner, black with red interior; £725.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Gulliver 5721. [4379

B. J. HUNTER, Ltd., Austin agents, offer:—

1954 Ford Consul coupe, very attractive; £525.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Consuls always available: 'phone for our list.—Used Car Dept., Perivale 3388. [C1066

1955 Ford Consul, outstanding condition; £575.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4117

1956 Consul, green, 16,000 miles, heater, wing mirrors, one owner; £755.

BRENT CROSS GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. [C1097/1

1957 Consul, green, 11,000 miles, heater, wing mirrors; £755.

BRENT CROSS GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. [C1097

1957 Ford Consul, ivory with red top, many extras, 9,000 miles only, immaculate; £775.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1159

1954 Consul saloon, heater, excellent; £450.—Robbins, East Putney. Tel. 7681. [C3010

1956 Ford Consul Mk. I saloon, black, low mileage; £550.—Hale Motors. Tot. 7771. [C2077

1957 Consul, green, heater, undersealed, 10,000 miles; £745.—Horn, 6501. [4310

1956 (Apr.) Ford Consul saloon, heater, one owner, 24,000 miles; £585.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1957 Consul Mark II saloon, Sarem blue, heater and other extras, 6,900 miles; only £785.

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3434. [C4093

1956 Ford Consul, Canterbury green, heater, one owner, £585; also 1955, fitted many extras, £545.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2033

1956 Mark II Ford Consul saloon, grey, red interior; £695.—Davies Motors, Ltd., 584, London Rd., Ashford, Middx. Ashford 3671-2. [C1080

1956 Consul, 18,000 miles, heater, perfect; £585; terms and exchanges.—Morris & Paulson, 70, London Rd., Enfield, Middx. Enfield 3950. [C3133

1956 Consul Mark II, one owner, £695.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

1956 Series II Ford Consul saloon, black and ivory, beautifully maintained by one owner; £695.

GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

1956 Consul II, grey, heater, fitted carpets, other extras, reasonable mileage, immaculate condition £675.—Arn. 3036. [3834

1957 Consul Mark II saloon, heater, extras, as new; £775.—Rawling's Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. [4132

1956 Consul Mk. II, Hereford green, heater, extras, 11,000 miles; £725.—Fuller's of Coombe, Kingston By-pass, S.W.20. Malden 3666-7. [C2113

1956 Ford Consul Mark II saloon, heater, one owner, black with red interior; £715.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

1957 Consul Mk. II saloon, 5,000 miles, heater, immaculate condition; £750.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

FORD CONSUL

XXX 1956 Ford Consul saloon, heater, very low mileage, finished black, red interior; £455; written guarantee, terms, exchanges.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

1955 Consul, Bristol fawn, red upholstery, heater, other extras, guaranteed; £525.—London Cars, 592-6, Greenford Rd., Greenford, London. Waxlow 4407. [C2057

525 gns.—Ford Consul 1955 saloon, black, red leather, heater, screen washers, one owner, very good condition, taxed; written guarantee; terms; exchanges.—Rowland Smith, below.

395 gns.—Ford Consul 1952 saloon, duo-tone black/green, heater, very good condition; written guarantee; choice of 6 Consuls; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£598.—Consul 1955 convertible, magnificent example, duotone, interior to match, small mileage, many extras; choice 2, many others; A.A. or R.A.C. exams welcomed, exchanges, hire purchase.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7. [C1017

Ford Consul Cars Wanted

ROWLAND SMITH'S, the Consul buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4013/R

ALMOST new Consul required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

FORD ZEPHYR

W

W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1953 Ford Zephyr saloon, black with red upholstery, radio, heater; £465; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Brown's.

1956 (July) Ford Zephyr saloon, ivory, red and cream upholstery, heater, extras, 12,000 miles by one extremely careful owner, practically unmarked and as new; £795.

1956 (June) Ford Zephy. convertible, finished in lemon with duo grey hide interior, host of extras including power hood overdrive, heater and radio, wing mirrors and wheel discs, this magnificent vehicle was invoiced at £1,529 and is in spotless condition throughout, speedometer reading 5,000 miles, asserted as genuine by previous owner; first £950 secures.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

NOEL BELL, Ltd., offer:—

1956 (March) Zephyr, heater, excellent condition; £585.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153

J. DAVY, Ltd., Ford dealers.

1956 Zephyr II, heater, one owner, superb condition, comprehensive guarantee; £710.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

JAMES SPENCER, Ltd., offer:—

1957 Ford Zephyr saloon, radio and heater, spotless condition throughout; £810.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263 and 4209. [4431

WARWICK WRIGHT, Ltd., offer:—

1956 Ford Zephyr Phase II saloon, green, cream and beige upholstery, heater, 10,000 miles; £775.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

PERRY'S OF BOWES ROAD offer:—

1955 Ford Zephyr saloon, black, heater, excellent condition; £545.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

COOMBS SERVICE STATION offer:—

1956 Zephyr Mark II saloon, specially finished in black/Conway yellow, two-tone, fitted radio, rim-embellishers, spot light, screen washers, etc., one owner, only 17,000 miles; £765.

COOMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962. [C1158

ALLAN TAYLOR MOTORS, Ltd., offer:—

1955 Ford Zephyr, green, low mileage; £545.

1957 Ford Zephyrs, choice of 2, low mileage, immaculate condition; £745 and £765.

HIGH St., Wandsworth, S.W.18. Vandyke 7222 (10 lines). [C4104

BROADWAY MOTORS, Hounslow, offer:—

ZEPHYR Farnham Rambler style estate car, August '56, duo-tone, one owner, low mileage, superb condition throughout; £995; always 50 cars on view.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 9309/0175. [C1113

HENLYS offer with 4 months' guarantee:—

1957 Ford Zephyr saloon, series II, one owner, heater, black with red and grey interior; £845.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Gulliver 5721. [4380

B. J. HUNTER Ltd., Austin agents, offer:—

1955 Ford Zephyr convertible, low mileage, exceptional condition, one owner; £650.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Zephyrs always available: 'phone for our list.—Used Car Dept., Perivale 3388. [C1066

FORD ZEPHYR

1957 Zephyr, blue, 11,000 miles, heater, one owner; £815.

BRENT CROSS GARAGE, Ford distributors, Hendon Way, Hendon, N.W.4. Spe. 1196. [C1097

WILLMENT SPEED SHOP, Whitton Rd., Twickenham, Middx, Popesgrove 3612, offer:—

VERY special Ford Zephyr, tuned engine with 3 S.U., high compression, ratio 8.75-1, larger inlet and exhaust valves, modified combustion chamber, twin exhausts; reconditioned gear box and new back axle recently fitted, stiffer coil springs and front shocks, twin main leaves rear, Alfin brake drums, VG95/1 brake linings; many other extras include Marchal headlights, special dash assembly, roll bar across interior of roof and stiffened pillars; price £550. [4071

1955 Zephyr, heater, taxed year, excellent condition; £545.

PHOENIX MOTORS, Ltd., Oxford Rd., Gerrards Cross. Denham 2716. Gerrards Cross 2545. [C3044

1954 Ford Zephyr power-operated convertible, 20,000 miles, private owner.—Oxted 3033. [3287

SEPT. 1956 Ford Zephyr Mark II, green, tan upholstery, heater, low mileage; £765 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108

FORD Zephyr Mark II, 1956, green with white upholstery, good condition, one owner; £725.—Tel. Heywood 6199. [4416

1955 (Nov.) Ford Zephyr saloon, heater, leather, 13,200 miles, one titled owner since new; £595.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [C3023

1955 Ford Zephyr saloon, heater, excellent condition; £545.—Gray's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fremantle 6373. [4193

1954 model Ford Zephyr, heater, one fastidious owner; town and country tyres; first-class condition and appearance; £490.

L. P. DOVE (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 3131. [4239

1957 Ford Zephyr saloon, had little use, magnificent; £855.—C. C. Turpin, Ltd., 222, Great Portland St., London, W.1. Euston 5677-8. [C2103

1953 Ford Zephyr saloon, green, heater, 36,000 miles, one owner; £445.—Vanderveil Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

1955 Zephyr convertible, heater, radio, new hood, immaculate throughout; £585.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

VERY special 1954 Zephyr, blue, 19,000 miles, host extras, 6 branch manifold, etc., immaculate; bargain, £495.—Collins, 69, Maybank Rd., London, E.18. [4275

1956 Zephyr Mark II saloon, one doctor owner, brand new condition, 11,000 miles, heater, washers, etc.; £745.—Mervyn Austin, Kensington 8662 or Welbeck 6655. [T9002

1954 Ford Zephyr convertible, 2-tone, power hood, radio, heater; £525.—Richard France, Ltd., 63-69, Lancaster Rd., Enfield 6727. 254, High Rd., Tottenham 0353. [C2118

1956 Ford Zephyr, Dorchester grey, red interior, one owner, heater, an immaculate car; £579. —Motorwell, 291, Green Lane, Palmers Green, Palmers Green 5314/5502. [C3140

£785.—1957 Ford Zephyr saloon, heater, one owner, 10,000 miles, spotless condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

868 miles only, 1957 Ford Zephyr saloon, overdrive, radio, heater, many extras; £945.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1954 Zephyr power operated convertible, beautifully maintained example, first class mechanical condition with unmarked cellulose and interior, exceptional car at the most competitive figure of £510.

CRESSCARS, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [C1125

JULY, 1957, Ford Zephyr convertible, genuine 5,900 miles since new, fitted with power-operated hood, overdrive, heater, leather upholstery, indistinguishable from new; £1,025.—Blundells Ltd., Christ Church Rd., Folkestone 2726. [C1108

495 gns.—Ford Zephyr 1954 model saloon, leather, heater, screen washers, one owner, exceptional; written guarantee; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1957 Ford Zephyr convertible, Corfe grey with red hood, red and grey upholstery, overdrive, radio, heater, windscreen washer, fog and spot lights, one owner, genuine 11,900 miles, immaculate throughout, taxed year; £985.—Putterill Bros., Ltd., Harpenden 106. [4188

Ford Zephyr Cars Wanted

ROWLAND SMITH'S, the Zephyr buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4013/R

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

FORD ZODIAC

A1 at Brown's.

1956 (July) Ford Zodiac saloon, black and ivory with tan and cream interior, heater, all extras, 16,000 miles only, indistinguishable new; £795.

W. J. BROWN, Ltd. 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

H. C. PAUL, Ltd.

1958 Ford Zodiac saloon, 1,400 miles, overdrive, grey and coral, as new; £995.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. [C3040

RAYMOND WAY.

EAST London Branch.

1955 Zodiac, in grey and blue, all extras including radio, heater and overdrive, low mileage, immaculate condition; 569gns.—773, High Rd., Seven Kings, SK. 4066. [4264

COMPTON & FULLER, Ltd., offer:—

1956 Ford Zodiac Phase II, genuine 12,000 miles only; £795.—Elmers End, Beckenham. Bec. 3570. [C1110

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD ZODIAC

SCOTT CARS offer:—

1957 series Zodiac, automatic, very low mileage, absolutely as new; choice of 2 from £955.

1956 Zodiac, heater, in exceptionally good condition throughout; £795.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

R. S. CURRIE & Co., Ltd.

1957 Zodiac, grey/red interior, 12,000 miles only, guaranteed immaculate throughout; £850.—105, Westbourne Grove, W.2. Bayswater 0065. [C1095

J. DAVY, Ltd., Ford dealers.

1956 Zodiac Mark II, overdrive, radio, etc.; 2 owners, 12,000 miles, excellent condition; £799.

1955 Zodiac, undersealed, radio, etc.; 2 owners, 18,000 miles, superb example; £625.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

JAMES SPENCER, Ltd., offer:—

1957 Ford Zodiac saloon, radio and heater, absolutely as new; £865.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4265 and 4209. [4433

PERRY'S OF BOWES ROAD offer:—

1956 Zodiac overdrive, radio; £875.

1956 Ford Zodiac, Hereford green/ivory, overdrive, radio, excellent condition; £850.

W. HAROLD PERRY, Ltd., Perry's Corner, Bowes Rd., N.11. Enterprise 4404. [C3128

WARWICK WRIGHT Ltd. offer:—

1956 Ford Zephyr Zodiac Phase II saloon, cream and blue, radio and heater, 17,000 miles; £845.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

COOMBS SERVICE STATION offer:—

1956 Zodiac, black/blue, 2-tone with brown leather interior, fitted as usual Zodiac, extras and loose covers, spotlights, etc., one owner, low mileage; £835.

COOMBS SERVICE STATION (GUILDFORD), Ltd., By-Pass Rd., Guildford 62962. [C1158

CONNAUGHT ENGINEERING offer:—

FORD Zodiac, fitted overdrive, radio, heater, leather upholstery, whitewall tyres, etc., only 5,000 miles and completely as new throughout, finished Wells fawn, unmarked and highly recommended at £950.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1132

NAYLOR & ROOT, Ltd. (established) 1920.

'55 Ford Zodiac, Dorchester grey and Bristol fawn/red hide upholstery, leopard skin seat covers, whitewall tyres, immaculate condition; £595.

CLAPHAM Junction, S.W.11. Battersea 2252. [C3022

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Ford Zodiac saloon, low mileage, unmarked; £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

COOMBS & SONS (GUILDFORD), Ltd., offer:—

FORD Zodiac, 1958 model finished in two-tone Pembroke coral and Arundel grey, heater, whitewall tyres, etc., genuine 5,000 miles only; £965.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

DAGENHAM MOTORS, Ltd., Ford main dealers.

A FINE selection of A1 Ford Zodiacs always available; 'phone for our list.—Used Car Dept., Perivale 3368. [C1066

DISPATCH MOTORS, Ltd., Ford Distributors, offer:

1956 Mk. II Zodiacs, choice, from £795.—Southwark Bridge Rd., S.E.1. Wat. 4959. [C1164

1957 (Feb.) Ford Zodiac saloon, one owner, 7,000 miles; £875.

GEORGE NEWMAN & Co., 569, Euston Rd., London, N.W.1. Euston 4466. [C3025

1954 Ford Zodiac, choice of 2 in dual-tone colours, fitted all extras, from £495.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097

£775.—Mark II Zodiac, late 1956; also another, fitted overdrive, £795.

D. F. WYATT, 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

1957 Zodiac, blue/grey, overdrive, radio and other extras, carefully used £925.

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3454. [C4095

1956 Ford Zodiac saloon series II, one owner, black and white with tan and cream interior; £825.

PASS & JOYCE, 184 Great Portland St., W.1. Museum 1001. [C3039

1956 (July) Zodiac saloon, blue/fawn, one owner, 19,000 miles; £795.—The Black Horse Garage, Richmond 6441. [C1116

1955 Zodiac, fitted with all extras including radio, guarantee mileage 9,000.—Pinner Motor Co., Ltd., Pinner 456.

1957 Ford Zodiac, fitted overdrive and extras, blue/grey, in excellent condition; £975.—Oxshott 41. [4353

1955 Ford Zodiac, heater; £545.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1956 (Aug.) Mk. II Zodiac, green/ivory, 12,000 genuine miles, really first-class condition; £825.—Epps Bros., Farnborough, Kent, 55551. [C2122

1956 (June) Ford Zodiac, grey and blue, overdrive, radio, taxed, low mileage, one owner, beautiful condition, £845.

EXPRESS MOTOR & BODYWORKS, Ltd., 150, Goswell Rd., London, E.C.1. Tel. Clerkenwell 4425. [C2117

ZODIAC II, 1956 (July), 9,000 Ivory/blue, taxed year, superb order; £820.—Smith, 71, Westfield Crescent, Brighton. [4146

FORD ZODIAC

1955 Ford Zodiac, 2-tone, in exceptional condition, one owner; £565.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1956 Zodiac, black, every possible extra, double overdrive, special 3-carburettor head, exhaust, conversion; £675.—Tel. Bexleyheath 1299. [4337

4043 miles only, 1957 Ford Zodiac, radio, heater, screen washers, whitewall tyres; £965.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

1954 Zodiac, ivory/green, immaculate condition, meticulously serviced from new, new tyres, Dagenite battery, all extras; £505.—Maldenhead 4255. [4327

1957 Ford Zodiac, automatic transmission, Norwich blue/Corfe grey, low mileage; £975.—Godfrey Davis, Ltd., Neasden Lane, N.W.10. Gladstone 6474. [C2150

1957 new and unreg. Ford Zodiac saloon, black/ivory/tan interior, part exchange welcome.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1957 Zodiac, one owner, very low mileage, grey and blue, heater, radio, twin speakers, absolutely as new; £875.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1956 Ford Zodiac Mark II saloon, overdrive, radio, heater, sun visor, etc., green and ivory with matching interior, one owner; £815.—Windovers, Ltd., The Hyde, Hendon. Colindale 4051. [C4118

1955 (April) Ford Zodiac saloon in really beautiful order throughout. Motorola radio, heater, screen washers, reversing lamp, twin mirrors; £565.—Spicer's Car Sales. Tel. Hitchin 2037. [4131

1956 (Sept.) Mk. II Zodiac saloon, Hereford green/ivory, one owner, low mileage, as new; £795.—Coles Garages, Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195, and 96-98, Ewell By-Pass, Ewell 2393. [C1054

HILLGATE FINANCE Co., Ltd., 19, Bedford Row, W.C.1.—Zodiac Mark II, May 1956, black, 16,000 miles, radio, heater, overdrive, many other extras, immaculate; £835; terms possible, no dealers.—Chancery 8103. [4187

FORD Zephyr Zodiac saloon, 1957, cream and beige, special paint work with matching upholstery, fitted Raymond Mays conversion, overdrive and heater, 8,000 miles only, unmarked throughout, one fastidious owner; £915.—Newbury Motors, Ltd., Manor Lane, Halesowen. Tel. 1641. [C3102

Ford Zodiac Cars Wanted

ZODIAC saloon required, consider Zephyr; immediate payment.—81, Alresford Rd., Winchester. [4087

ROWLAND SMITH'S, the Zodiac buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

ALMOST new Zodiac required immediately.—A. Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

FORD (V.8)

COLINDALE SERVICE STATION offers:—

1949 Ford Pilot, radio, heater, immaculate; £295.—155-159, Edgware Rd., N.W.9. Colindale 6122. [C1166

225 gns.—Ford V.8 Pilot November 1948 saloon, leather, heater, very good condition; choice of 4 Pilots; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Ford V.8 Cars Wanted

FORD Pilots urgently wanted.—Hendon Way Motors, Ltd., 394-6, Hendon Way, N.W.4. Hen. 8011. [C3063

GOOD Ford Pilot required immediately.—G. Edwards, Amesbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Pilot buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

FORD CUSTOMS

SCOTT CARS offer:—

1955 Ford Customline, right-hand drive, radio and heater, immaculate.

1953 Ford Customline, r.h.d., heater, radio, fully automatic, absolutely as new.

1952-3 Ford Customline convertible, power-operated hood, heater, radio, in outstanding condition.

1950 Ford Custom, right-hand drive, excellent condition.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

FORD METEOR

1952-3 Ford Meteor convertible, power-operated hood, heater, radio, in immaculate condition throughout.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

AMERICAN FORD

BROOKLANDS OF BOND STREET.

LONDON West End authorized dealer.

IN stock for immediate delivery.

NEW Ford V8 Thunderbird special sports convertible, Ford-o-matic drive, radio.

1956 Ford V8 Fairlane Sunliner convertible, power top and steering, radio, 10,000 miles.

103 New Bond St., London W.1. Mayfair 8851. [C1029

1951 Ford Custom 2-tone, low mileage, one owner, superb showroom condition; £625.—West Street Motors (East Grinstead), Ltd., 226-228, London Rd., East Grinstead. Tel. 3841 (10 lines). [4412

American and Canadian Ford Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all American and Canadian Ford cars.—345, High Rd., Wembley. Wembley 5903/8691. [W4015

FORD MISCELLANEOUS

CHARLES POLLETT, Ltd., officially appointed Ford retailers.

SHOWROOMS.—18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

Ford Miscellaneous Cars Wanted

PRIVATE buyer requires Ford Prefect or Anglia but would take Consul if necessary; good price paid for low mileage specimen.—Box 5046. [4095

XXX Excellent cash price offered for good Ford.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

ROWLAND SMITH'S, the Ford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Ford Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.

NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [6225

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 22 (5 lines). [0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6635), main Ford dealers, service and all spares. [0095/R

FRAZER NASH

MILLE MIGLIA, really beautiful car, unraced, recently fitted owner's new BS4 engine; £1,285; would sell less engine.—Write, Miss Haig, Kingshouse, Tillington, Petworth; view Rudds, Worthing. [4145

FRAZER NASH, Targa Florio, Gran Sport, 1954 model, 15,000 miles only from new, competition engine fitted 7,000 miles ago, new Michelin Xs, radio and heater, finished Bristol red; £1,357.

BEARDALLS OF NOTTINGHAM, 7-11, Arkwright St., Nottingham. Tel. 88003. [4119

FRAZER NASH-B.M.W.

365 gns.—Frazer Nash-B.M.W. registered 1953, 1½-litre special aerodynamic 2-seater by Williams and Pritchard, silver grey, blue leather, excellent condition; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Frazer Nash-B.M.W. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

GOGGOMOBIL

GOGGOMOBIL saloons immaculate specimens, 1957 and 1958, registered from £385.

BEARDALLS OF NOTTINGHAM, 7-11, Arkwright St., Nottingham. Tel. 88003. [4118

BAKERS OF READING.—1957 Goggomobil, grey, blue and white saloon, 1,500 miles, registered August 1957; £475.—35, Friar St., Reading. Tel. 3976. [4234

BOGNOR STATION GARAGE.—Goggomobil, works mileage only; £450.—20, Longford Rd., Bognor 2102. [C1160

1957 Goggomobils; limited number of new fully guaranteed at reduced prices.—Mansell & Fisher (Main London Distributors), 95-95, Old Brompton Rd., S.W.7. Kni. 7705. [1990

HEALEY

J. DAVY Ltd., offer:—

1952 Healey Tickford saloon, heater, etc., two owners 27,000 miles, fine example.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

HEALEY 1952 Tickford saloon, taxed Dec., genuine; £625 o.n.o., grey/red interior.—Box 5086. [4125

1952 Healey Tickford saloon, heater, radio and extras, superb condition.—McPherson, Albion Place, Prestwich, Lancs. Tel. 4720. [4389

1951 Healey Tickford saloon, grey, in splendid order; £450.—Wards Garage, Tunbridge Wells. Tel. Southborough 1000. [4361

HEALEY Tickford 4-seat saloon (2.4 Riley), works overhauled annually, maroon, beige leather, total mileage 26,000, reg. July '55; £775.—Box 4745. [3260

1954 series Healey Abbott D.H.C., virtually as new and in perfect mechanical condition, 6 months written guarantee, rare opportunity; £795.—12, Seymour Rd., East Molesey. Molesey 2941. [2884

645 gns.—Healey 1954 3-litre 3-seater sports roadster, ice blue, red leather, radio, heater, screen-washers, PVC hood, carefully used, written guarantee; choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Healey Cars Wanted

RICHARDS & CARR, Ltd., generous Healey buyers.—35, Kinnerton St., S.W.1. Belgravia 5711. [W3045

ROWLAND SMITH'S, the Healey buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

HEINKEL

COMERFORDS for Heinkel, immediate delivery, other 3-wheelers including A.C. Petite, Bond and Reliant Regal for immediate delivery; first-class service; terms.—Comerfords, Oxford House, Portsmouth Road, Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [0905/R

Heinkels Wanted

HEINKEL urgently required by private buyer.—Moore, Ryes, Hatfield Heath, Nr. Bishop's Stortford. Tel. Hatfield Heath 353. [4062

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0108/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN

W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1955 Hillman convertible, low mileage, grey with red interior, heater; £555.

1955 Hillman Californian hard top saloon, duo-green with beige upholstery, heater; £575; hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

PEDIGREE CARS offer:—

1955 Hillman Minx drop head coupe, one owner, from new, only 19,000 miles; £545.—340, Euston Rd., N.W.1. Euston 7889. [C3095

NOEL BELL, Ltd., offer:—

1957 Minx saloons, choice of 2; £685.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153

NOEL BELL, Ltd., offer:—

1957 (Dec.) Hillman manumatic saloon, 2,000 miles only, £795.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153

R. HARDY & SON offer:—

1955 (October) Hillman Minx Gay Look, grey/primrose/red upholstery, 14,000 miles, heater, immaculate condition; £625.—52-55, Marylebone High St., W.1. Hunter 0942. [4210

J. DAVY, Ltd., Rootes agents.

1958 Minx de luxe, one owner, 4,000 miles, as new; £745.

1957 Minx de luxe, heater, one owner, 8,000 miles, superb condition; £699.

1956 Minx Mark VIIIa, heater, one owner, 12,000 miles, immaculate condition; £590.

1956 Californian, heater, two owners, very good condition; £585.

180-184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

TOM GARNER, Ltd., offer:—

1956 Hillman Minx Mk. VIIIA estate car, grey/grey, htr., rdo., many extras, 25,000 mls.; £695.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1957 Hillman Minx Series I de luxe, antelope brown, pearl grey, red upholstery, radio, heater, washers, one owner; £725.

1956 (September) Hillman Minx Series I de luxe saloon, duo colour, red upholstery, one owner; £695.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3346. [C1081

F. FLETCHER & Co., Ltd., offer:

1954 Minx convertible, grey with red interior, fitted heater, in excellent condition throughout; £465.

SHOWROOMS: 69, Beckenham Rd., Beckenham, Kent. Beckenham 7744. [4247

WARWICK WRIGHT, Ltd., offer:—

1956 Hillman Mark VIII estate car, dual grey, red upholstery, heater, 15,000 miles; £675.

1956 Hillman Minx Mark VIIIA saloon, grey and green, heater, 6,000 miles; £655.

1956 Hillman Minx Series I saloon, two-tone grey, blue upholstery, radio and heater, 11,000 miles, £695; 1956-57 models in different colours, available, all low mileages.

1957 Hillman Minx Series I convertible, green, green upholstery, 11,000 miles; £625, another in black, low mileage.

1957 Hillman Minx Series II estate car, blue and grey, red upholstery, heater, 6,000 miles; £695.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

PHOENIX for new and used Hillmans.

1956-7 Hillman Minx de luxe saloons; also a few ex-demonstration models, maintained by us regardless of expense and fitted numerous extras; very low mileage, single and duo colours, almost indistinguishable from new, fully recommended and guaranteed; from £695.

THE above are selected from a very wide range of good used Hillmans of all models.

PHOENIX MOTOR Co. (SURREY), Ltd., Phoenix House, High St., Sutton, Surrey. Vigilant 0161. [C3044

NAYLOR & ROOT, Ltd. (established 1920).

'56 Hillman Minx de luxe Gay Look, pearl grey and fiesta blue/red upholstery, fitted heater, very attractive car; £595.

CLAPHAM Junction, S.W.11. Battersea 2252. [C3022

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Hillman Minx saloon de luxe, low mileage, all extras; £750.

1956 current series Hillman Minx saloon, definitely unmarked; £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HENDON CENTRAL GARAGE, Ltd., offer:—

1956 Minx Phase I de luxe, fitted radio, heater; £680.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

1953 (October) saloon, black, heater, one owner; £465; below.

1952 coupe black, heater, 2 owners, recent overhaul; £395.—Vanderveil Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

CALIFORNIAN 1956, genuine 20,000 miles; duo-green, fitted G unit; £625.—Tel. Popesgrove 6129. [4442

HILLMAN

TANKARD & SMITH, Ltd., (Tottenham) offer:—

1956 Hillman Minx Californian, red and black/red trim, Ace Rimbellishers, low mileage, unmarked; £635.—226, High Rd., London, N.15. Tot. 0414. [4444

1957 Minx series 1, grey and green, wing mirrors, heater, arm rests.

1957 Minx series 1, blue and grey, wing mirrors, heater.

1956 Minx series 1, antelope and pearl grey, wing mirrors.

1956 Minx series 1, yellow and grey.

1956 Minx Gay Look, green and grey, heater, wing mirrors.

LEX A. & A. SERVICES, 609, Kenton Rd., Kenton, Harrow, Middx. Wordsworth 7805. [4597

1955 Hillman Minx de luxe, radio, heater, 9,000 miles; £545.

JOHN CAMPBELL MOTORS Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer

1955 (August) Hillman Minx estate car Mark VIII with ohv engine, finished in beige with red interior, 12,000 miles only; £650. [C1001

1955 Hillman Minx, black, red leather interior, heater, exterior sun visor, one owner; £495.

OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green. Pal. 1023. [C3126

1958 Hillman special saloon, heater, 1,800 miles only; £725.

1958 Hillman Minx de luxe saloon, 4,000 miles only; £755.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1956 Minx de luxe, blue, 17,000 miles, heater, immaculate; £615.

1954 Minx de luxe, green, heater, as new; £475.

1955 Minx de luxe, blue/grey, heater, excellent condition; £575.

PHŒNIX MOTORS, Ltd., Oxford Rd., Gerrards Cross. Denham 2716; Gerrards Cross 2545. [C3044

1956-7 Hillman series I de luxe, low mileage, offers over £615.—Haslemere 505. [4294

CONVERTIBLE Minx 1952, beautifully kept, 23,000 only, £435; real snip, private.—Streatham 8179. [5735

£295.—1945 Minx saloon, column change, new tyres, heater, exceptional cond.—Hampstead 7871. [4409

1955 Mk VIII Minx convertible, grey, red interior, heater, extras and very clean; £545.—Liberty 3582. [4507

1954 October, Hillman Minx Mk. VIII saloon, Golden Sand, with red upholstery, 28,000 miles only, in immaculate condition; £565.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 0161. [C3044

1955 Hillman Californian, ivory/black, fitted heater, radio, taxed to December, good condition; £545.—Oxshott 41. [4354

1949 Hillman Minx saloon, very good condition, radio and heater; £335.—South Western Garage, New Malden, Surrey. Malden 1212. [4418

1956 (April) Hillman Minx VIIIA saloon, 25,000 miles only, fitted heater, and magnificent radio, really exceptional, 3 months' guarantee; £595.

C. & W. MOTORS Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [4408

575 gns.—Hillman Minx 1956 de luxe saloon, grey, heater, one owner, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, below.

325 gns.—Hillman Minx 1948 foursome drop head coupe, black, blue leather, column gear change, new hood, unmarked; written guarantee; choice of 4 Hillmans; terms, exchanges; list; open 9-7 week-days, and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1957 Hillman convertible, grey, low mileage, heater, as new; £775.—Charters, Station Rd., Aldershot. Tel. 1246. [4069

1953 Hillman Minx; £450.—Simpson's Motors (Wembley), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1954 (December) Hillman Minx Mark VIII, black, very clean; £495.—F. L. Cranmore, Ltd., Tel. 2040 Potters Bar. [C1062

1957 Hillman Minx de luxe saloon, heater, loose covers, one meticulous owner, 5,000 miles recorded, almost like buying a new car; £725.

GORDON CARS, 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [4351

1955 Hillman Minx Californian, one owner, 11,000 miles only, superb example; £595, exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4056

HILLMAN Minx convertible, 1957, 3,000 miles, showroom condition, any inspection.—Tel. Winterslow 265 after 7 p.m. [5857

1956 Hillman estate car, new condition, one owner; also 1956 Husky.—Autework, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

HILLMAN Minx Mk. VIII convertible 1955, o.h.v., black grey, heater, new p.v.c. hood, one owner, excellent condition; £565.—Tottenham 5951 (evenings). [4276

1952 Hillman Minx, beige, fitted heater, excellent condition; £390.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4466. [C1025

1955 Hillman special Mark VIII saloon, one owner; £480.—Austin House, Highfield, Golders Green, London, N.W.11. Speedwell 5011. [C4004

TANKARD & SMITH, Ltd., offer 1956 Hillman Minx de luxe model, coachwork finished in grey with red upholstery, fitted with heater, one owner since new, 15,000 miles, excellent car; £595, three months' written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4025

HILLMAN

H. A. SAUNDERS, Ltd., offer:—

1957 Hillman Minx saloon, grey, yellow with red upholstery, recorded mileage 7,124, heater; £715.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (6 lines). [C4098

1952 Hillman Minx convertible, green/beige interior, in 100% condition throughout, guaranteed 3 months; £410.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 5076. [C1107

1956 Hillman Californian, blue/cream, radio, heater, visor, twin spots, low mileage; £650.—Howard Long, Crowle, nr. Scunthorpe. Tel. Crowle 319. [4027

1957 Hillman Minx, fitted heater and white walls, in really new condition throughout; £725.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C5008

1956 (July) Hillman Minx series I de luxe, antelope, pearl grey, extras, 14,000 miles, beautiful condition; £665.—Rees, 1, Cargate Hill, Aldershot 2524. [4201

1954 (Sep.) Hillman Californian saloon, ivory with blue top, one owner, 17,000 miles; £515.—John Grzy, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1956 Mark VIII A de luxe saloon, genuine 5,800 miles, heater, as new; £655; terms.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1957 Minx Phase I drop head, grey and red, 10,500 miles only, heater, radio, underseal, tonneau cover, loose covers, etc., immaculate condition; £765; H.P. available.—Leytonstone 7225. [9072

1957 Hillman Minx, antelope/pearl grey, red upholstery, under 10,000 miles, Undersealed, heater, screen washer, tow bar, seen Berkshire, best offer over £720.—Box 4882. [3676

1956 Hillman Californian, 10,000 miles, fitted heater, underseal, loose covers, in new condition throughout; £625.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Belgravia 3721. [C5008/1

MICHAEL CHRISTIE MOTORS for the beautiful Magic Minx, twin carb. 68 bhp engine, Laycock overdrive on third and top, centre gear lever and restyled coachwork; send for "Autocar" road test.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury. Tel. 4727. [C1096

1957 (Sept.) Hillman Minx de luxe series II two-tone Manumatic, taxed year, maker's guarantee, under 2,000 miles, absolutely as new; £785.—Salcombe Road Garage, Ltd., Kingsbridge, Devon. Tel. Salcombe 118. [4290

1958 series II Hillman saloon de luxe model, brand new February 14 this year, pearl grey and fiesta blue, undersealed with electric washers, absolutely and genuinely as new; £765; 400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. [C1035

£535.—Hillman convertible 1954/5, magnificent example, radio, heater, spots, extra careful owner, pastel, red leather, must be seen; A.A. or R.A.C. exams welcomed; exchanges, hire purchase.—Benmotors, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7. [C1017

6600 miles only.—1957 (March) Hillman Minx de luxe saloon, black/red interior, radio, heater, spot lights, etc., reason for sale, owner gone abroad, in new condition throughout, original cost with extras approximately £850, for sale at £715.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 5076. [C1107/1

SLOCOMBES, Ltd., Californian 1956; what a beautiful piece this is, one owner, with recorded mileage of 10,375 miles, heater and rim-trims; £635; exchanges, cars, motor cycles and terms welcomed, existing h.p. settled.—Dudden Hill Lane, N.W.10. WIL 4869/3934. Adjacent Dollis Hill Tube, buses 8, 52, 226 and Green Line 719 pass the door. [C4017

HILLMAN HUSKY

NOEL BELL, Ltd., offer

1956 Hillman Husky, choice of 2, dual colours; £485.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153

WARWICK WRIGHT, Ltd., offer:—

1957 Hillman Husky double duty, blue, red upholstery, heater, 8,000 miles; £595.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

£435.—1955 (December) Hillman Husky, one owner, excellent condition throughout, fitted extras.—Putney 5530. [3756

1956 Hillman Husky, one owner, 2-tone, low mileage, heater; £500.—Salmons Garage, Ltd., Temple Bar 3338. [C4029

1955 Husky, heater, wing mirrors, etc., excellent; £475.—Rawling's Tudor Garage, Ltd., 925-931, Fulham Rd., S.W.6. Renown 2281. [4152

1955 Hillman Husky, two-tone beige/fawn, heater; £475.—Richard France, Ltd., 245, High Rd., Tottenham 6353. [C2118

Hillman Cars Wanted

HUSKY wanted, 1954-5-6, must be good.—45, Shirehall Park, N.W.4. Hendon 7755. [4108

NEW Hillman Husky required, cash payment.—91, Alresford Rd., Winchester. [4087

ROWLAND SMITH'S, the Hillman buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Hillman.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ALMOST new Hillman required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W5016/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Spares and Service

NORMAND, Ltd.

THE best service only, highly skilled mechanics with efficient supervision.
NORMAND, Ltd., 406-9, King St., W.6. Riv. 3665. [6234

PLENTY of spares and reconditioned units for all models, 1954-57 and ex-W.D.; we have the largest stocks, everything available, no waiting; c.o.d. service. R. J. GRIMES, Ltd., Hadleigh Garage, Marlpit Lane, Coulsdon, Surrey. Tel. Uplands 3637 and 9526. [0378/R

MODERN SERVICE GARAGE, Wimbledon (Rootes main dealers); speedy service on all Hillmans, Humber and Sunbeam spares and all accessories.—Wim. 8155. [0003/R

HOTCHKISS

AUTOMOTIVE & MARINE offer:—

1948 2-door convertible, beautifully maintained, offers invited.—Crown Garages, Albany St., N.W.1. Euston 1032. [C1144

H.R.G. Cars Wanted

GOOD H.R.G. required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S the H.R.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

HUDSON

1955 (November) Hudson Rambler saloon, r.h.d., blue, speedometer reading 25,000 miles; £995. JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

Hudson Spares and Service

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

ROOTES

HAVE available a range of Humber cars of very low mileage.
DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0106/R

REG TIMMS offers:—

1950 51 Humber Pullman limousine, black, fitted with radio, heater and ocelot loose covers, good tyres, nominal mileage; £695; hire purchase and part exchanges.—Luton 3954. [C4124

HUMBER Super Snipe.

1953 colour blue, heater, radio with rear speaker, fog and spot lights, 45,000 miles, interior as new, well tyred; £500.
KAYS (DERBY), Ltd., Ashbourne Rd., Derby. Tel. Derby 40681 (3 lines). [4031

NOEL BELL, Ltd., offer

1956 Humber Hawk, black, red, trim; £695.
NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153

CROFTON GARAGES, Ltd.

1949 Humber limousine, ex-V.I.P.'s car, chauffeur driven from new, most beautiful example of this model, fully heated throughout; £645.—132, Whitechapel Rd., Bishopsgate 3393. [C1159

GEORGE HARTWELL, Ltd.

HUMBER Pullman, 1952, black, 33,000 miles only, chauffeur maintained, almost as new; £1,000.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079

GEORGE HARTWELL, Ltd.

HUMBER Imperial 7-seater saloon, 1951, bottle green, one owner; £750.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079/1

TOM GARNER, Ltd., offer:—

1956 Humber Super Snipe Mk. IVB saloon, grey, htr., rdo., many extras, 16,000 mls.; £850.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1955 Humber Hawk saloon, black, red upholstery, recorded mileage 21,713, heater and overdrive; £695.
H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12 Hillside 5272 (8 lines). [C4092

GLANFIELD LAWRENCE offer:—

1955 Humber Hawk, grey, heater, 19,000 miles, one owner; £665.—407, High Rd., N.12. Finchley 0091. [C2053

WARWICK WRIGHT, Ltd., offer:—

1955 Humber Super Snipe saloon, black, red upholstery, 20,000 miles; £775.
1956 Humber Hawk Mark VI (overdrive) saloon, grey and blue, grey upholstery, radio and heater, 12,000 miles, £850; another in black, similar mileage.
1956 Humber Super Snipe (automatic) saloon, grey and blue, blue upholstery, heater, 22,000 miles; £1,125.
1955 Humber Hawk Mark VI saloon, blue and cream, red upholstery, radio and heater, 17,000 miles; £725.
1956 Humber Hawk Mark VI de luxe saloon, black, red upholstery, heater, 15,000 miles; £835.
1950 (November) Humber Pullman Mark II limousine, black, black leather and fawn upholstery, 34,000 miles, £895.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

TANKARD & SMITH, Ltd., (Tottenham) offer:—

1955 series Humber Hawk Mark VI, o.h.v., black/beige leather, heater, radio, unmarked condition; £650.—226, High Rd., London, N.15. Tot. 0414. [4446

HUMBER Pullman limousines, 1949-1952; choice 6, fitted heaters, from £595.—Ilford 5755. [2754

HUMBER

1956 Hawk, cream and blue, overdrive, heater.
1956 (model) Hawk, grey and blue, overdrive, radio and heater.
LEX, A. & A. SERVICES, 609, Kenton Rd., Kenton, Harrow, Middx. Wordsworth 7807. [4396

1957 March Humber Hawk de luxe, one owner, 7,000 miles, immaculate throughout; £895.
PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 0161. [C5044

1955 Humber Hawk, heater, radio, overdrive, immaculate; £695.
PHŒNIX MOTORS, Ltd., Oxford Rd., Gerrards Cross. Denham 2716; Gerrards Cross 2545. [C3044

CAMDEN MOTORS for Humbers, selection from our stock of post-war saloons and convertibles:—
HUMBER Super Snipe saloon Mark IV series, 1953 ohv engine, privately owned and in beautiful condition; £495.
HUMBER Super Snipe Mark III series 1952, special Tickford drop head foursome coupe, silver-grey with blue hide interior and blue wynide hood to match, equipped with heater, washers, Ace Rimbellishers, passlights, one change of ownership since new, a very rare and most desirable car; £415.
HUMBER Hawk saloon 1957, less than 12 months old, nominal mileage and one owner, every conceivable extra including overdrive, radio and heater, washers, etc.; £895.
HUMBER Hawk saloon Mark VI series 1955 with ohv engine also fitted overdrive, and usual extras, 2-tone finish in pale blue and ivory, magnificent specimen; £645.
HUMBER Hawk saloon 1954 Mark V series, another one owner car, black, red hide, unmarked and superb mechanically; £545.
HUMBER Hawk saloon 1953 in Corinth blue with red hide interior, fitted brand new Fort Dunlop tyres, usual extras, heater, one private owner; £495. 400 other cars available. Write for fully descriptive priced catalogue.
CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m.; terms, exchanges. [C1035

A & S Ltd. Humber Pullman and Imperial seven-passenger cars. See under Limousines.
ALPE & SAUNDERS Ltd. (Limousines Purchased), Providence Court, North Audley St. (Near Selfridges.) Mayfair 2941. [C1006

1949 Humber Hawk saloon, black, radio and heater, excellent condition; £545.
GARAGE SERVICE Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

HEARSES: We are building deck and bearers on the 27hs chassis; inspection invited.
ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

JUNE 1957 Hawk estate car, 8,000 miles, whitewalls, heater, seat covers, U/seal, etc., immac. condition, cost £1,425, ♦1,125.—Leeds 678622. [4172

1955 Hawk, maroon, fitted overdrive, heater, seat covers, and other extras, immaculate, one owner; £685.
KJ MOTORS, Ltd., Bromley, Kent. Ravensbourne 3456. [4205

1956 (May) Super Snipe, an absolutely unmarked, 9,000 miles, one-owner car, black, red interior; £845.
CLARKE & SIMPSON, Ltd., 49, Sloane St., S.W.1. Tel. Sloane 0456. [C1048

1955 Humber Hawk, radio, heater, one owner; £665.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1952 Humber Super Snipe saloon, 20,000 miles, one owner.—L. P. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [C1076

1950-51 Humber Super Snipe, in very good condition, fitted a host of extras; £315.—E. Casey, Ltd., Willesden 4548. [C1154

£395.—1948 Humber Pullman limousine, 2 owners, excellent throughout, terms arranged.—21a, Harberson Rd., London, S.W.12. Balham 2531. [4387

1956 Humber Hawk saloon, two-tone grey with overdrive, heater, and other extras, 34,000 miles, excellent condition; £735.—Tel. Herne Bay 1011. [4293

1955 Humber Hawk saloon, black/red, fitted heater, radio, Whitewall tyres, taxed to December, chauffeur maintained, excellent condition; £625.—Oxshott 41. [4352

BAKERS OF READING.—1955 Humber Hawk Mark VI saloon, finished golden sand, radio, one owner, overdrive, immaculate; £675.—35, Friar St., Reading. Tel. 3976. [4231

AUTOMATIC 1956 Super Snipe, grey and blue, radio, heater, seat covers, screen washers; £995.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841. [C2073

1956 (March) Humber Super Snipe, 2 tone blue/grey, fitted overdrive, radio and heater, exceptional condition, one owner low mileage; £895.—Dobsons, Ltd. (Humber Agents) Staines 801. [C1074

AZ MOTORS offer:—1953 Super Snipe Mark IV saloon, radio, heater, spotlight, screenwashers, remarkable value, £475!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Humber Pullman limousine, one owner since new, black exterior with black leather front compartment and fawn cloth in rear; £360.—E.M.A., Ltd., Ramshill, Petersfield, Hants. Tel. 1186. [4502

1954 Humber Hawk de luxe saloon, one owner, radio, heater, etc.; well maintained and in excellent order; £575.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

1955 Humber Hawk saloon in suede green, with beige leather, fitted overdrive, heater, etc., one careful owner, moderate mileage, any trial or examination; £675.
McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6306-8. [C5083

1956 series Humber Hawk saloon Mark VI with ohv engine, only one owner since new, Corinth blue with red hide, sun visor, underseal, heater, an immaculate small-mileage specimen; £745.
HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C2108

1958 Pioneer Hawk touring limousine, beautifully maintained, chauffeur driven, 1,100 miles, fitted with overdrive, heater, radio, radiator blind, window screen washers and fog lamps; £1,550.—Apply Box 5071. [4123

HUMBER

WM 1956 Humber Hawk de luxe heater, screen washers mileage only 13,000, grey and white, virtually as new; £815.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

445 gns.—Humber Super Snipe 1953 model Mark IV saloon, leather, heater, one owner, excellent condition; written guarantee; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PULLMAN (May 1953), Mark IV limousine, Blue Riband ohv engine, cloth rear, heaters, radio, black; £1,295.
PULLMAN (1952) Mark III limousine, cloth rear, heaters, radio, loose covers, one private owner, black; £1,045.
PULLMAN (1951), Mark III limousine, cloth rear, heaters, one private owner, black; £925.
IMPERIAL (1951), Mark III saloon, leather throughout, forward occasionals, heater, radio, loose covers, one private owner, 52,000 only, black; £835.
PULLMAN (July 1940), Mark I limousine, cloth rear, exceptional; £395.
JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. (Near Baker St. Station.) [C1105

Humber Cars Wanted

ALPE & SAUNDERS LTD. require Limousines or Imperials in above average condition.
A & S Ltd., Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1006

ROWLAND SMITH'S the Humber buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

PEDIGREE ESTATE CARS urgently require good estate cars; cash or in exchange.—340, Euston Rd., N.W.1. Euston 7889. [W4095

LATEST type Hawk wanted for cash; must have bucket seats.—Reply 157, Hoylake Rd., Moreton, Cheshire. Tel. Arrowbrook 2215. [T9047

XXX Excellent cash price offered for good Humber.—H. F. Edwards, 23-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

URGENTLY required; 2 low-mileage Humber Super Snipe saloons with Borg-Warner automatic transmission.—Reply Box 4710. [3202

ALMOST new Humber required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

Humber Spares and Service

THE Humber specialists for all spares. Tel. Uplands 3637. See advt. under Parts & Accessories. [0598/R

INVICTA

SWANMORE GARAGE, Ltd., offer:—

THE most exceptional example of the 100 mph. low chassis model ever offered; completely rebuilt down to the last nut and bolt less than 2,000 miles ago (cost over £1,000); to save another tragic export to the U.S.A. we invite offers over £675.—1176/1180, Christchurch Rd., Boscombe East. Southbourne 43544. [C4024

ISETTA

GUY SALMON AUTOMOBILES.

BMW Isetta specialists; come and try this fascinating little car here.
1958 model British B.M.W. Isetta Plus, right-hand drive, under 1,000 miles; £349.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [4001

S & S MOTORS.—New Isetta de luxe model from stock.—18, Leinster Terr., W.2. Pad. 6174. [C4090

1957 B.M.W. Isetta motor coupe, as new; £515.—Desborough Park Autos, High Wycombe 3113. [C2129

1957 250cc Isetta de luxe, heater, one owner, blue finish; £319/10; terms, exchanges.—Claude Rye, Ltd., 895-921, Fulham Rd., S.W.6. Renown 6174. [4104

V & F MONACO MOTORS.—Official B.M.W. Isetta retailers, immediate delivery, information, demonstrations.—365, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0066/R

JAGUAR XK120, 140 & 150

DUNCAN HAMILTON & CO., offer:

1956 series XK140, f.h.c. blue, blue interior, C type engine, overdrive, wire wheels, etc., one owner; £1,275.
OPEN all Saturday.—33, High Rd., Byfleet, Surrey. Tel. Byfleet 3101. [C1091

WEYBRIDGE AUTOMOBILES offer:—

1955 Jaguar XK140 hard top coupe, battleship grey with grey interior, one owner, 15,000 miles, superb condition throughout; £1,150.
WEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2253. [C4094

1951 Jaguar XK120 sports, red; £495.
MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

1955 Jaguar XK140 hardtop, radio; £1,025.
TAYLOR & CRAWLEY, 42A, South Audley St. (Entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

WOKING MOTORS, the Jaguar agents offer.—

XK140 drophead coupe, 1956, this is an outstanding car in every way, specially painted in most attractive blue by Jaguars also special woodwork for important previous owner, the car is the special equipment model with 9:1 compression pistons, wire wheels, latest road speed tyres, H.M.V. radio and other extras, guaranteed 8,000 miles only, serviced only by Jaguars; £1,375.
WOKING MOTORS (Maybury Hill) Ltd., Woking, Surrey. Woking 4277; open all day Saturday. [C4057

1954 XK120 fixed head coupe, standard model, 2-tone grey and maroon with red upholstery.
FRANCIS MOTORS, 393, Humberstone Rd., Leicester. Tel. 66304. [C2131

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR XK120, 140 & 150

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR XK140 fixed head coupe, finished in pearl grey with red hide upholstery, fitted with an H.M.V. push-button radio, turbo discs, etc., March 1956, 17,000 miles only; £1,250.

JAGUAR XK140 drop head coupe, finished in battleship grey with red hide upholstery, fitted with overdrive, radio, turbo discs, wing mirrors, etc., 20,000 miles only, specimen car, June 1955; £1,135.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1951 XK120 hard top with lots of extras and modifications, in excellent condition throughout; £565.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1953 XK120 hard top coupe, special equipment, with wire wheels, radio, heater, etc., B.r.g., Michelin X tyres, taxed; an extremely nice car; £750.

SPEED MODELS (Brian Finglass), 54, Warren St., Euston Rd., W.1. Euston 2156; after 6, Livingstone 7777. [C2104

1954 Jaguar XK120 drop head, radio, heater, excellent condition, private owner; £695.—Lynch, 13, Pitts Lane, Earley, Reading. [4141

XK140 hard top 1955, battleship grey/red, 18,000 miles, immaculate, one owner; £1,125.—Box 5089. [4128

1955 Jaguar XK140 hard top coupe, C type engine, overdrive, grey, wire wheels; £1,275.—Odeon Motors, Ltd., Bar. 1144. [C3028

1954 XK120, British racing green, green hide, 15,000 miles only, outstanding condition; £785.—Hewitts Garages, Ltd., High St., Amblecote. Tel. Stourbridge 5138. [C2158

XK140 fixed head coupe, black, red interior, special equipment, C type, automatic gear box, radio, heater, 4,600 miles only.—John Ireland (Wton.), Ltd. Tel. Wolverhampton 22154. [3254

1956 XK140 drop head coupe, British racing green, green upholstery with radio and heater, 16,000 miles.—Francis Motors, 393, Humberstone Rd., Leicester. [C2131/1

1956 model XK140 convertible, special equipment, C-type head, wire wheels, radio, immaculate; £1,195.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1954 series XK120, fixed head, heater, 22,000 miles, unmarked throughout; £745; hire purchase and exchanges.—Jones Garage, Syston 2257, Leicester. [4252

£849!!!—1954 Jaguar XK120 hardtop, not the usual overdriven worn-out specimen but a beautiful hand-picked one-owner motor car, recorded mileage 17,000, nearly as new; it's fast, it's terrific.

£539!!!—1951 Jaguar XK120 roadster, modified, specially tuned, in beautiful condition, undoubtedly the best offered.

LAMBS OF WOOD GREEN (Established 1897), 100 cars; 3 months' written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

XK140 1955 d.h.c., blue, 17,000, C-type special engine, unmarked, never raced, rallied, originally lady's car; £1,290.—Zeidler, 21, Oaklands Rd., Bromley. Rav. 6170 after 6 p.m.; daytime, Vig. 6459. [4061

1954 (November '53) Jaguar XK120 convertible coupe, Westminster green, radio, heater, high axle ratio, fog lamps, screen washers, Michelin X tyres, low mileage, exceptional condition; £845.—Plough Corner Garage, Byfleet 22. [C1148

1954 Jaguar XK120 d.h. coupe, special equipment, wire wheels, newly painted, off-white, new black hood, 27,000 miles, one owner, showroom condition, rear seat fitted, taxed year; first offer over £825.—William Hutter & Co., 40 Piccadilly, Bradford 25112. [5660

1953 XK120 roadster, green with green leather cockpit, new Michelin X tyres, twin exhausts, heater, etc., exceptional throughout, property of our Managing Director, must be seen; £625.—Kingham Motor Co. Ltd., 191, Forest Rd., London, E.17. Tel. Larkswood 7240.

CENTRAL MOTORS OFFER 1954 Jaguar XK120 fixed head coupe, grey with matching trim, fitted with air conditioning, new Michelin X tyres, screen wash, Mintex brakes, wire wheels, wing mirrors; this car has been prepared for a fastidious owner; £745 or exchange.—Ring Wallasey 8893. [4529

XK140 f.h.c., B.r.g., 16,000 miles only, spares unused, new set of Michelin X tyres, radio, turbo disc, leopard skin seat covers, badge bar, spot and fog lights, taxed year, the whole vehicle in superb condition; £1,165; part exchange.—Pembury, Kent. 394. [4226

SLOCOMBES, Ltd.—Jaguar XK140, in blue, in exceptional condition, fitted spotlamps and Michelin tyres; £1,075; exchanges, cars, motor cycles and terms welcomed, existing.—Dudden Hill Lane, N.W.10. Willesden 4869/3934, adjacent Dollis Hill Tube, buses 8, 52, 226 and Green Line 719 pass door. [C4017

1955-6 Jaguar XK140 fixed head coupe, finished in unmarked grey with red leather interior, fitted radio, heater, twin chrome pass lamps, specially tuned engine capable of 130 m.p.h., this is a genuine one-owner car in superb condition throughout, any trial, terms, exchanges; £1,075.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000

1955 Jaguar XK120 fixed head coupe; this car is fully modified up to XK140 specifications in every detail; the modifications were carried out in Jaguar works; finished in ivory with red hide upholstery and fitted with H.M.V. push-button radio, heater, screenwash, etc.; this car is in 1958 condition throughout and the mileage is guaranteed at 14,000 since new; a unique opportunity to buy a very exceptional sports car; £925.

ATLANTIC GARAGES, Ltd., 157 Hoylake Rd., Moreton, Cheshire. Tel. Arrowebrook 2215. [T9047

Jaguar XK120, 140 & 150 Cars Wanted

J. H. BARTLETT, the XK120 and XK140 buyer.—27, Pembridge Villas, W.11. [W1015

DUNCAN HAMILTON & Co. urgently require late Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

JAGUAR Mark VII & VIII

1955 M-type Jaguar, one owner, all extras; £995.—Mansfield Autos, Ltd., 18, Fitzroy St., London, W.1. Euston 2587. [C3001

JAGUAR Mark VII & VIII

MIKE HAWTHORN.

THE Surrey Jaguar Centre.

1955 Mk. VII M type with overdrive, grey, with grey interior, 18,000 miles only, one owner, rim-trims and new Michelin X tyres, a superb car; £950.—The Tourist Trophy Garage, Ltd., Farnham, Surrey. Tel. 5363/4875. [C4110

BOON & PORTER, Ltd.

1957 Mark VIII automatic, black/grey upholstery, H.M.V. radio, 8,800 miles, one owner; £1,695.

1954 Mark VII saloon, B.r.g., 25,000 miles, really exceptional; £750.

CASTELNAU Riv. 4444. S.W.13 (nr. Hammersmith Bridge). [C1022

PEDIGREE CARS offer:—

1955 Jaguar Mark VII M series saloon with overdrive, finished in grey with grey interior, one owner, Lieut. Co. ——, Michelin X tyres, only 27,000 miles, exceptional condition throughout.—340, Euston Rd., N.W.1. Euston 7889. [C3095

R. HARDY & SON offer:—

1956 Jaguar, M-type, fitted overdrive, ivory/red upholstery, 14,000 miles, one owner, excellent condition; £1,095.—52/55, Marylebone High St., W.1. Hunter 0942. [4208

ERIC WILLIAMS, Ltd., offer:—

1955 Jaguar Mark VII saloon, black with brown leather, 27,000 miles; £845.—Pierpoint St., Worcester. Tel. 5786. [4260

PHILIP RICKARDS, Ltd., offer:—

1955 Jaguar Mk. VII saloon, overdrive, radio, duo colour grey and black, 40,000 miles.

1953 Jaguar Mk. VII saloon, birch grey/red, 27,000 miles only, one very careful owner; part exchange; deferred terms.—4, Brick St., Park Lane, London, W.1. Gros. 4772-5. [C3051

GREENHILL MOTOR Co. offer:—

1957 Jaguar Mk. VIII, duo grey, fully automatic, 15,000 miles, absolutely as new; £1,600.—Marsh Rd., Pinner, Middx. Pinner 9888. [C2125

WARWICK WRIGHT, Ltd., offer:—

1955 Jaguar Mark VII M type saloon, grey, red upholstery, overdrive, 24,000 miles; £945.—WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

WILLIAM GORDON CARS offer:—

1955 model Jaguar Mark VII type M saloon, one owner, finished black and grey with red leather interior, overdrive, radio, heater, etc., very well maintained; £865.—Sovereign Road Garage, Earlsdon, Coventry. Tel. 62813/68349. [C2102

WEYBRIDGE AUTOMOBILES offer:—

1957 Jaguar Mk. VIII saloon, duo Sherwood green/Forest green with green interior, fitted radio, overdrive, twin wing mirrors, etc., one owner, 4,500 miles only, condition as new, throughout; £1,750.

1956 Jaguar Mk. VII saloon, dual black/green with green interior, automatic transmission, fitted radio, one owner, 17,000 miles, superb condition throughout; £1,295.

WEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2233. [C4094

DUNCAN HAMILTON & Co., offer:—

1956 series Mark VII, 14,000 miles only, lavender grey with beige interior, Borg Warner transmission, new tyres, etc., one owner, immaculate throughout; £1,125.

1953 Mark VII, black with tan interior, heater, etc., well maintained; £635.

OPEN all Saturday.—33, High Rd., Byfleet, Surrey. Tel. Byfleet 3101. [C1091

HENLYS offer with 4 months' guarantee:—

1956 Jaguar Mark VII saloon, Borg Warner, one owner, black with grey interior; £1,295.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Gulliver 5721. [4382

S. H. NEWSOME & Co., Ltd., Jaguar distributors.

1953 Mark VII, black, biscuit upholstery, radio, one owner; £675.

1955 Mark VII automatic, birch grey, grey upholstery, radio, one owner, low mileage; £1,090.

1956 Mark VII automatic, British racing green, tan upholstery, Michelin X tyres, one owner, 15,000 miles; £1,295.

S. H. NEWSOME & Co., Ltd., Jaguar Specialists, Corporation St., Coventry. Tel. 5061. [3958

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR Mark VIII saloon, finished in two-tone grey with red hide upholstery, fitted radio, heater, etc., genuine 4,000 miles, very late 1957, one owner car, in completely as new condition; £1,750.

JAGUAR Mark VII series M saloon, with overdrive and radio, finished in black with tan upholstery, one owner since supplied new by us in 1955, moderate mileage only, Michelin X tyres, first-class condition; £925.

JAGUAR Mark VII saloon, finished in black with biscuit hide upholstery, one owner since supplied new in 1954, genuine 16,000 miles only, entire car in immaculate condition; £825.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1957 Mk. VIII automatic, dual grey, red leather, in immaculate condition, one owner; £1,585.

KJ MOTORS, Ltd., Bromley, Kent. Ravensbourne 3356. [4268

1955 Jaguar M type, black with green interior, overdrive.

1955 Jaguar M type, grey with red upholstery, overdrive and radio.

1955 Jaguar M type, green, overdrive.

1954 (model) Jaguar, black, white wall tyres.

LEX, High Rd., Wembley. Wembley 8787. [4398

JAGUAR Mark VII & VIII

PORTSEA MOTORS, Ltd., the Jaguar specialists, offer:—

1955 Jaguar Mark VII, automatic, radio, grey, red leather, 19,000 miles only, as new, unmarked, a specimen car; £1,175.

1955 Jaguar Mark VII, M type, black, red leather, overdrive, radio, also a specimen car; £950.

1954 Jaguar Mark VII, overdrive, radio, probably the finest example available, specimen car; £795.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Ham. 9661. [C3111

1951 Jaguar Mk. VII saloon, two-tone blue, radio, heater, many extras; £455.

MONTROE MOTORS (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Buckhurst 1171-2. [C3088

1956 Jaguar Mark VII saloon, type M, overdrive, one owner pearl grey with red interior; £1,145.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039

1954 (April) Jaguar Mk. VII, overdrive, one owner, 31,000 miles, all new tyres, heater, wing mirrors; £795.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1953 (July) Jaguar Mark VII, grey, red leather, radio, heater, etc.; £590.—5, Queen St., Southwell, Notts. [4020

1955 Mark VII M saloon, overdrive, radio, loose covers, one owner, superlative; £975.—See under.

1956 (May) Jaguar VII automatic saloon, one owner, low mileage, superlative; £1,195.

RIPCO, Ltd., Providence Court, North Audley St., W.1. Hyde Park 2952-3-4. [C3052

1957 Mark VIII, black with red leather, Borg Warner, under 2,000 miles; £1,675.—City Motors, Gloucester St., Oxford 48021. [C1146/1

ROSE & YOUNG, Ltd., offer 1957 Jaguar Mark VII automatic saloon, 9,000 miles only, one owner, unmarked throughout, black and grey; £1,595.

1955 Jaguar Mark VII M saloon, overdrive, radio; £845.

1954 model Jaguar Mark VII saloon, low mileage, one owner since new, immaculate condition, lavender grey with red interior; £625.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

AZ MOTORS offer 1953 Mark VII, genuine 47,000 miles, one owner, radio, heater, whitewalls, beautifully kept; sacrifice. £625!—Palmerston Rd., N.W.6. Mal. 4725. [C1011

JAGUAR Mk. VII M-type automatic saloon, radio, etc., colour grey, excellent order; £975.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9164. [C1050

1955 (June) VII M., grey with light grey leather, overdrive, sun roof, Ace Rimbellishers, screen-washers, new tyres, 24,000 miles, spotless; £885.—Cranleigh (Surrey) 502. [4452

1955 Jaguar Mark VII type M saloon, overdrive, one owner, low mileage, lavender grey with beige interior; £845.—Windovers, Ltd., The Hyde, Hendon. Colindale 4081. [C4118

1956 (May) Jaguar Mark VII M saloon, B.r. green, one owner, 15,000 miles, sun roof, automatic transmission, taxed; £1,250.—Black Horse Garage, Richmond 6441. [C1116

1953 Mark VII Jaguar (fitted M-type engine, approx. 7,000 miles), radio heater, in excellent condition throughout, taxed; £625.—King's Motors, 1, High St., Hounslow 3532 or 2559. [C2049

1955 Jaguar Mark VII, finished in black, fitted radio, heater, overdrive, exceptionally well maintained; at £865.—Fairgreen Motors, 54-57, Upper Green Heath, Mitcham. Tel. Mit. 3633 & 8153. [4180

1953 Jaguar Mark VII special equipment saloon, finished in unmarked two-tone grey with grey leather interior to match, fitted heater, twin chrome passlamps, a most magnificent specimen; £595.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester 6. Pendleton 3457. [C3000/1

1954 Jaguar Mark VII saloon, black, grey leather interior, radio, heater, one owner, an excellent example of this luxurious vehicle at only £765 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1958 Jaguar Mark VIII saloon, with Borg Warner automatic transmission, brand new February 20th this year, only 600 miles and definitely as new throughout, sudden bereavement reason for sale, sacrifice at £150 below list at £1,845.

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C2108/1

1952 Jaguar Mark VII fully converted to M-type with replacement engine August, 1956, 14,000 miles, one driver only, Michelin X tyres, engineer maintained regardless of expense, coachwork as new; £615.—W. H. Watson-Armstrong, Sherbourne House, Northolt Rd., Harrow. Tel. Byron 5551, business hours. [3657

Jaguar Mark VII & VIII Cars Wanted

MIKE HAWTHORN will undoubtedly pay the best price for a Jaguar car.—Farnham 6363. [W4110

DUNCAN HAMILTON & Co. urgently require late Mark VII Jaguars.—33 High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

GOOD Jaguar Mark VII saloon wanted in part exchange for new Jaguar Mark VIII automatic saloon, finished two-tone blue with blue upholstery.—Plough Motors, Jaguar Area Dealers, Stonehouse, Glos. Tel. Stonehouse 282 & 682. [4243

JAGUAR 2.4 & 3.4

NEWNHAMS, Ltd.

1957 (September) Jaguar 3.4 saloon, fitted overdrive; £1,575.

NEWNHAMS House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR 2.4 & 3.4

BOON & PORTER Ltd.

1956 2.4 saloon green, overdrive, H.M.V., almost new Michelin X tyres, mileage 12,400, one owner; £1,225.
CASTELNAU, S.W.13 (nr. Hammersmith Bridge). Riv. 4444 [C1022

H. BEART & Co. Ltd., offer:—

1957 Jaguar 3.4 saloon, in blue, grey interior, automatic gear box, under 4,000 miles; £1,695.—102, Kingston Rd. and High St., Kingston-on-Thames. Kingston 3548. [C1081

R. C. WIMBUSH, Ltd., offer:—

1957 (September) Jaguar 2.4 special equipment saloon, with overdrive, mist grey, red leather, one owner, under 4,000 miles, immaculate condition; £1,595.—512, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

DUNCAN HAMILTON & Co. offer:

1956 2.4-litre special equipment saloon, ivory with red interior, 8,000 miles, overdrive, one owner, immaculate; £1,275.
OPEN all Saturday.—33, High Rd., Byfleet, Surrey. Tel. Byfleet 3101. [C1091

WARWICK WRIGHT, Ltd., offer:—

1956 Jaguar 2.4-litre saloon, grey, blue upholstery, radio and heater, 9,000 miles; £1,265.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

CONNAUGHT ENGINEERING offer:—

JAGUAR 3.4-litre 1958 model registered November 1957, all latest modifications plus disc brakes, wire wheels, radio, overdrive, loose covers, link mats, etc., only 5,000 miles in the hands of one careful owner, finished in ivory with red interior, condition as new, in every way quite up to our usual very high standard; £1,795.
CONNAUGHT ENGINEERING, Portsmouth Road, Send, Surrey. Ripley 3122. [C1132

HENLYS offer with 4 months' guarantee:—

1957 Jaguar 2.4-litre saloon, special equipment, overdrive, one owner, grey with red interior; £1,325.
HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Please ask for Mr. Edwards. Finchley 0081/9782. [4376

WOKING MOTORS, the Jaguar agents offer.—

3.4 saloon, automatic transmission, 10,000 miles, Cornish grey, red interior; £1,550.
3.4 saloon, Cornish grey, red interior, overdrive, 5,000 miles, most careful owner; £1,595.
2.4 saloon, birch grey, red, H.M.V. radio, overdrive, 19,000 miles; £1,175.
WOKING MOTORS (Maybury Hill) Ltd., Woking, Surrey. Woking 4277; open all day Saturday. [C4057

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR 3.4-litre, special equipment saloon, finished in British racing green with green upholstery, split bench front seat, automatic transmission, disc brakes, 9.1 compression ratio, moderate mileage, one owner only; £1,725.
JAGUAR 3.4-litre special equipment saloon, with overdrive, June 1957, one owner, 8,000 miles only, fitted with chromium turbo discs, wooden rim racing steering wheel, twin horns, etc.; £1,695.
COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057

1956 2.4 Jaguar special equipment saloon, engine just decoked, good order new tyres; £1,150.
L. F. DOVE (C. V.) Ltd., 96, Lower Addiscombe Rd., Croydon. Add. 3151. [4241

1956 (Oct.) 2.4, pearl grey, red hide, heater, radio, 14,000 miles, £1,250.

1957 3.4, pearl grey, grey hide, heater, overdrive, 7,000 miles, £1,650.—Fuller's of Coombe, Kingston By-Pass, S.W.20. Malden 5666-7. [C2113

1957 model Jaguar 2.4 S.E. saloon, mist grey, red leather, one owner, 15,000 miles, guaranteed; £1,245.
CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0456. [C1048

FEBRUARY, 1957, Jaguar 2.4 special equipment saloon, one owner, pearl grey, 11,500 miles, as new; £1,225.
FORD DEPOT (Barton Townley, Ltd.), King St., Lancaster. [4095

1956 (Aug.) 2.4 special equipment, mileage 14,000, grey with overdrive; £1,240.—Pinner Motor Co., Pinner 456. [C3105

1956 (April) Jaguar 2.4 saloon, special equipment saloon, ivory, red interior, H.M.V. radio, 21,000 miles, unmarked throughout; £1,195.
M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. Beaconsfield 644. [3977

1957 Jaguar 2.4 (special equipment) saloon, 14,000 miles; £1,295.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1956 Jaguar 2.4 special equip., 9,000, all modifications by Henlys, extras, as new, h.p. arranged; £1,119.—Loosemore, 223, Hempstead Rd., Watford. Watford 2388. [3877

1956 Jaguar 2.4 special equipment saloon, in grey with red upholstery; this car has done only 15,000 miles and is fitted with the latest type transistor radio; £1,245.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 6371. [C4005

1956 Jaguar 2.4, special equip., 9,000, all modifications by Henlys, extras, as new, h.p. arranged; £1,119.—Loosemore, 223, Hempstead Rd., Watford. Watford 2268. [3877

2.4 Jaguar saloon, overdrive, special equipment, colour grey, 11,000 miles; £1,175.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184.

3.4 Borg-Warner automatic (May, 1957), ivory with red leather, carefully used, and serviced by us since new; £1,650; part exchange and h.p. if required.—Murkett Brothers, Ltd., Jaguar Main Dealers, Huntingdon Rd., Cambridge. Tel. 3226. [4048

JAGUAR 2.4 & 3.4

1956 (May) 2.4 special equipment model, overdrive, etc., dark grey, red leather, low mileage, one owner; £1,250.—Rover distributors, Elliotts of Bideford. Tel. 744, Devon. [4229

1956 (late) Jaguar 2.4 special equipment, overdrive, radio, perfect condition, 13,000 miles, one owner, blue; £1,265 or exchange.—Jarvis, 100-102, Battersea Rise, Clapham Junction, S.W.11. Battersea 9696. [C2086

1956 September Jaguar 2.4 special equipment saloon, fitted overdrive, heater, twin chrome pass lamps, finished in unblemished battleship grey with red leather interior, this is a really genuine car in most immaculate condition, taxed yearly; £1,175.
MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester 6. Pendleton 3457. [C3000

3.4 Special equipment disc brake model with overdrive, pearl grey with blue leather, Michelin X tyres, heater, etc., one owner, complete Jaguar works history from new; £1,600, terms and exchanges.—Tel. Birmingham Highbury 3306, after 6 p.m. South 3018. [4415

Jaguar 2.4 & 3.4 Cars Wanted

MIKE HAWTHORN will undoubtedly pay the best price for a Jaguar car.—Farnham 6363. [W4110

NEW 3.4 Jaguar automatic saloon required, consider 2.4 or XK150.—Clayton, 3, Fairclose Terrace, Whitchurch, Hants. [4087

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

PURCHASER will pay £1,200 for the best offer of 1957 2.4-litre Jaguar car; offers and details to—Box 5043. [4091

DUNCAN HAMILTON & Co. urgently require late 2.4 and 3.4 Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

JAGUAR MISCELLANEOUS

HENLYS, Ltd.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

BOURNEMOUTH (Bournemouth 6314).

CAMBERLEY (Camberley 2677-8-9).

HOUNSLOW (Hounslow 8454).

FINCHLEY (Finchley 0081).

GREAT West Rd., (Ealing 3477). Official Jaguar Service Station. [0027/R

PERFORMANCE CARS, Ltd.

1956 XK140 drop head, superb 11,000 miles specimen, grey/red, radio, heater; £1,245.
1956 XK140 drop head, overdrive, black; £995; **1955** XK120 roadster, superb, B.r.g., £995.
1955 (Oct.) XK140 hard top, grey, one owner, overdrive, Michelin X, specimen; £1,095.
1954 XK120, s/e hard top, ivory, £795; 1954 XK120 drop head, radio, grey, £795.
1953 XK120 hard top, black specimen, £725; 1953 (Oct.) XK120, drop head, black, £695.
1953 Jaguar Mk. VII, black specimen, £595; 1952 XK120, nice green specimen, £595.
1952 XK120, silver/red hide, £595; 1951 XK120, dual exhaust, red, £515.
1951 XK120, lovely white specimen, £575; 1951 XK120, red, nice car, £545.
1950 Jaguar Mk. V saloon, black, £415; 1946 Jaguar 3-litre saloon, black, £195.
1939 2.6-litre drop head, grey specimen, £225; 1938 SS100 3½-litre, blue, £255.
THE above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041

ENGINES RECONDITIONED, Ltd., offer.—

1948 Jaguar 3½-litre saloon, heater, exceptional condition; £295.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

CAMDEN MOTORS for high-class used Jaguars, the finest stock available anywhere in the country:—
JAGUAR Mark VII saloon 1956, Borg Warner automatic transmission, birch grey, interior to match, radio and heater, one owner, an unblemished as new motor car; £1,295.
JAGUAR Mark VII saloon 1955 series December 1954 registration, M series with overdrive, radio and heater, property of local consulting engineer, superbly maintained and without fault both bodily and mechanically; £895.
JAGUAR Mark VII saloon 1954, immaculately finshed in pastel blue, heater and radio, a really superior example, moderate mileage; £795.
JAGUAR Mark VII saloon 1954, black, red hide, all extras, radio and heater, full history available; £745.
JAGUAR 2.4 special equipment saloon 1956, in black, a moderate mileage, carefully used car; £1,195.
JAGUAR XK140 overdrive sports coupe, 1956, hardtop model, all extras, one careful owner, most immaculate condition throughout, a small mileage car; £1,245.
JAGUAR Mark V saloon 1951, 7,500 miles only since the following work was carried out, reconditioned engine, overhaul to gearbox, steering and brakes with relining, new Exide heavy-duty battery, new Dunlop tyres, immaculate inside and out and probably the finest Mark V on offer; £475.
JAGUAR Mark V saloon 1950, 3½-litre model in racing green, one change of owner, beautifully maintained, excellent mechanical order; £425.
JAGUAR 1½-litre saloon 1946, standard model, fitted discs, spotlight, washers, a very superior example, good bodywork and engine; £295.
400 other cars available. Write for fully descriptive priced catalogue.
CAMDEN MOTORS, Leighton Buzzard 2041. Open till 8 p.m.; terms, exchanges. [C1035

1950 (June) Mark V 3½-litre saloon, radio, heater; £395.—Mervyn Austin, Kensington 8862 or Welbeck 6655. [T9002

JAGUAR MISCELLANEOUS

CHARLES FOLLETT, Ltd., officially appointed Jaguar retailers.
SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.
SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

BEART'S OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0081/R

BOGNOR STATION GARAGE.—1951 3½-litre Jaguar Mk. V d/h coupe, radio, heater, etc.; £455.—20, Longford Rd., Bognor 2102. [1160

225 gns.—Jaguar, November, 1946, 2½-litre saloon, sliding head, leather, heater, good condition; terms exchanges.—Rowland Smith, below.

89 gns.—Jaguar, September, 1938, 3½-litre drop head coupe; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

IMMACULATE Jaguar 3½-litre d.h.c. Oct. '51, 20,000 miles; £650 or near offer.—Dr. Tewfik, Gillingham, Kent. [4140

AZ MOTORS offer 1947 ivory 1½-litre S.E. saloon, radio, heater; £325! Also 1946 ditto; £295!—Palmerston Rd., N.W.6. Mai. 4723. [C1011

1951 black Mk. V d.h.c., very sound and smart, private; £375.—Gourlay, Bostock North Lodge, Middlewich, Cheshire. Winsford 2587. [4151

£359—1947 Jaguar 1½-litre saloon, apple green, superb condition throughout; terms.—Autosnips, 5, Balham High Rd., S.W.12. Balham 1509. [C1009

1948 Jaguar 3½-litre saloon, black, brown leather upholstery, radio and heater, twin spot lamps, immaculate condition; £295.—Jack Bendall, 203, High St., Harlesden, N.W.10. Elgar 3275. [C3121

1948 Jaguar 1½-litre saloon, excellent condition, 4 gears and first-class mechanical order, new tyres; genuine reason for sale; £345.—Wheelers (Newbury), Ltd., Newbury 1020. [C4123

1950 Jaguar Mk. V 3-litre saloon, grey/silver, radio, heater, seat covers, guaranteed; £425; terms, exchanges.—Newbery Cars, Ltd., Muswell Hill, N.10. Tudor 3594. [C3102

1949 Jaguar Mk. V saloon, 3½-litre, outstanding specimen, virtually one private owner, radio, heater, new Michelin X; £395.—Benn, Slaugham Park, Haywards Heath, Sussex. [4170

1949 (July) Jaguar Mark V, black, brown hide, in really nice condition, H.M.V. radio, heater, rim trims; £399; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1948 Jaguar 3½-litre saloon de luxe, original grey with red leather, 41,000 miles, one-owner car in almost new condition, complete original toolkit; £285.—Apply Lawrence, 21a, Sinclair Gardens, Kensington, W.14. Shepherds Bush 3567. [4420

1949 50 Jaguar Mark V special equipment saloon, finished in the most attractive colours of grey and black with brown leather interior, fitted heater, twin chrome passlamps, this car is in really immaculate condition throughout and must be seen to be really appreciated; terms, exchanges; £395.
MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester 6. Pendleton 3457. [C3000

£395!!!—An exceptional 1½-litre 14hp Jaguar sports saloon 1949, one of the most genuine cars we have ever seen, bodywork and interior entirely original, moderate mileage and beautifully maintained by one owner who has had the car since new and spared no expense in servicing and overhauling, tip-top mechanically and fitted excellent tyres.
HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C2108

Jaguar Miscellaneous Cars Wanted

NEARLY new or small-mileage Jaguar wanted.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

XXX Excellent cash price offered for good Jaguar.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

GOOD Jaguar required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Jaguar buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Jaguar Spares and Service

HENLYS, Ltd.,
ENGLAND'S largest Jaguar service station.
GREAT West Rd., Brentford. (Ealing 3477.)
SPARES and replacement engines for all models from 1938.
AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7. [0563/R

LEX GARAGES, Ltd., Forty Avenue, Wembley, Middx. Arnold 1154.

COMPREHENSIVE range of Jaguar spares in stock and specialised service and maintenance. [0692/R

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists.—Bromley, Ravensbourne 3456. [0967/R

JAGUAR overhaul and repair service.—A.1 Garage, (incorporating Harman Engineering), Child's Place, Earls Court Rd., S.W.5. Fre 8181. [0097/R

WESTERN MOTORS, Park Row, Bristol. Tel. 26304, have a wide range of Jaguar spares for all models. [S4122

JEEP

JEEPS to suit every purse and purpose.—Metamet, 100, Belsize Lane, N.W.3. Hampstead 8251. [0527

AUTOWORK, Ltd., the original Jeep specialists, offer Jeeps in almost new condition.—Southgate St., Winchester. Tel. 4965. [C1010

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Spare parts for Jeep, home and export.

1958 illustrated assembly guide and parts catalogue, price 1/-, largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc., noted for all American spares.—Dept. A., 331-5, High Rd., Chiswick, London, W.4. Chi. 1919-6850. [0335/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

JEEPS, private car or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 13, St. John's Rd., Hampton Wick. Kingston 4718/8248. [0820/R

JENSEN

BROOKLANDS OF BOND STREET.

1956 541 saloon; choice of 2.

1955 541 saloon; £1,495.

FULL range of new models in stock for immediate delivery.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

GUY SALMON AUTOMOBILES offer:—

1957 Jensen 541 saloon, overdrive, heater, turbo discs, latest Radiomobile, one owner, 11,000 miles, originally supplied by us; £1,825.—Portemouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

MICHAEL CHRISTIE MOTORS for new and used Jensens, enthusiastic attention, expert tuning.—Aylesbury. Tel 4727. [C1094

COOMBS & SONS (GUILDFORD), Ltd., are Jensen Distributors for the whole of the South of England; certain models from stock, demonstrator available.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907/8/9. [C1057

Jensen Cars Wanted

J. H. BARTLETT, the Interceptor and 541 buyers.—27, Pembridge Villas, W.11. [W1013

JOWETT

SPUR GARAGE offers:—

1953 saloon, black, many extras, engine just overhauled by us; £455.

1950 de luxe saloon, metallic grey, exceptionally fine example; £385.

SEVERAL others in stock.

SPUR GARAGE, Ltd., Bushey Rd., Raynes Park, S.W.20. Lib. 4852. [C4109

BUNTINGS MOTOR EXCHANGE.

JOWETT main agents since 1922.—Always a good selection of used Javelins and Bradford utilities.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0913/R

MAC MOTORS (SURBITON) offer:—

1953 (November) Javelin, green/beige leather, heater, etc., outstanding condition; £445.—Elmbridge 3974. [C3139

1949 Jowett Javelin excellent condition throughout; £315.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1952 Jupiter, radio, heater, 5,000 miles since SIII engine; £425.—Ipswich 54681. [4298

1953 Jowett, in very nice condition; £365.—Castle Street Motors, 5, St. John's Rd., Hove 70586. [C1169

1952 Javelin de luxe, immaculate, recond. engine, low mileage car; £395.—Mountview 2579. [4315

JOWETT Jupiter 1952, beautiful condition, immaculate in Burgundy, series 3 engine recently fitted, heater, screenwashers, Michelin X. £449.

CRESCARS, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [C1125

1952 Jowett Javelin de luxe saloon, black, brown hide, heater, series III engine, one careful owner; £395; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 Jowett Javelin de luxe saloon, duo green/beige, series III engine fitted 5,000 miles only, exceptional condition throughout, 3 month guarantee; £375.—Trinity Cars Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

SLOCOMBES, Ltd.—1953 de luxe saloon series P.E.III, grey and black, an exceptionally nice carriage; £475; exchanges, cars motor cycles and terms welcomed, existing h.p. settled.—Dudden Hill Lane, N.W.10. Willesden 4869/3934; adjacent Dollis Hill Tube; buses 8, 52, 226 and Green Line 719 pass the door. [C4017

Jowett Cars Wanted

ROWLAND SMITH'S, the Jowett buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Jowett Spares and Service

JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. [0794/R

F. FAIRMAN & SONS, Ltd., East Surrey distributors.

COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

G. W. WILKIN, Ltd., for Jowett spares and service.—Richmond Rd., Kingston-on-Thames. Kin. 2241.

BIRMINGHAM agents, large stocks of spares.—Frank Moseley (A. S. and S.) Ltd., The Depot, Cope St., Birmingham, 18. Edg. 0916. [0549

TRINITY CARS, Ltd., for all Jowett spares and service facilities.—94, North Side, Wandsworth Common, S.W.18. Vandyke 1168. [S4034

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., N.17. Tot. 1906/7553. [0504/R

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowett.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jupiter and Bradford spares, repairs and service.—The Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Bec. 2565. [0649/R

Jowett Spares and Service

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613.—Jowett agents and specialists, comprehensive stock of spares. 1930-1954 models; over 30 years' Jowett experience. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialist repairs.—228-234, London Rd., Croydon (Cro. 5641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul. 7761). [0463/R

LAGONDA

BROOKLANDS OF BOND STREET.

CONCESSIONAIRES for London, S. & E. England.

1953 drop head coupe.

1954 3-litre 2-door saloon.

1954 drop head coupe.

103, New Bond St., London, W.1. Mayfair 8351. [C1029

1950 Lagonda, carefully maintained, radio, Cotal gear box; £560.

TAYLOR & CRAWLEY, 42A, South Audley St. (Entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1939 LG6 Lagonda saloon, black, beige interior, superb condition, under 50,000 miles, A.A. R.A.C. inspection invited.—Holden, 4, Stuart Rd., Ribbleton, Preston 56103. [4332

1950 Lagonda saloon, works overhaul 1957 costing £700, including new Vantage engine, 8,000 miles since, most beautiful car with all extras, midnight blue with red interior; £675.—Eaton Motors, St. Neots 8497. [C2114

1957 Lagonda 3-litre Tickford 4-door saloon, duo-grey, red leather, a luxuriously equipped high performance sports saloon, fitted H.M.V. radio, heater, spot lamps, Ace Rimbellishers, special aircraft style reclining passenger seat with head rest, etc., etc., one owner, recorded mileage 9,663, cost over £3,000, virtually indistinguishable from new, a unique opportunity; £2,395.

H. W. MOTORS, Ltd., New Zealand Ave., Walton-on-Thames. Tel. Walton 2404-5-6-7. [4228

1952 Lagonda drop head coupe; this car is a one owner car from new and has been maintained like new, fitted radio, heater, screenwashers, twin chrome passlamps, twin chrome exterior mirrors, full tool kit and instruction books, finished in unblemished light green with maroon leather interior; this is the 2.6-litre model, the appearance of this car is absolutely superb, a most magnificent specimen; £775; terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

LAGO-TALBOT

JACK BOND (Vintage Autos) offer:—

LAGO-TALBOT 2.4-litre, 1951 Paris show model, foursome coupe, power-operated hood, special coach work, by Saoutchik of Paris, cost over £6,500 new, colour ivory, interior trimmed in soft black hide, one titled owner up to 1955, total mileage 50,000, always maintained regardless of cost, condition still immaculate and mechanically perfect, tyres whitewalls, new; £1,585.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5925 and 8330. [C4079

LANCHESTER

LANCHESTER 14, 1953, green; £615 o.n.o., excellent condition.—Kemble 223. [4112

LANCHESTER 10 1948 saloon, black, recond. engine, heater and radio, far above average; £365; terms.—Enterprise 6919. [C1141

275 gns.—Lanchester 10, November 1946, saloon, black, sliding head, brown leather, preselector, heater, choice of 3; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lanchester Cars Wanted

ROWLAND SMITH'S the Lanchester buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Lanchester Spares and Service

AROOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector gear box, exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R

LANCIA

1939 Lancia Aprilia, very good condition; £295.—35, The Avenue, Minehead Som. Tel. 737. [4319

AN outstanding Aprilia—see Lockhart's advertisement in this issue under "Continental Cars." [C3122

LANCIA Augusta drop head coupe, £150; Lancia Augusta saloon, £150.—Cornwall Garage, Stratford Rd., W.8. Western 2616. [C1162

1952 2-litre Gran Turismo, superb example, radio.—C. V. Rushmer Automobiles, 45c, Holland Park Mews, W.11. Park 5731. [C3061

J. H. BARTLETT.—Lancia 1955 2½-litre 115mph Gran Turismo.—27, Pembridge Villas, W.11. Bayswater 0523. [C1013

LANCIA Gran Turismo drop head coupe, Farina body by Farina, 300 miles only, the only one available in this country, car for the connoisseur; £500 below list price.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C4028

Lancia Cars Wanted

J. H. BARTLETT, the Lancia buyers.—27, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Lancia buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc.; carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5656). [S0320/R

LEA-FRANCIS

1948 Lea-Francis 14hp special coachbuilt 4-seater streamlined sports saloon, silver grey, immaculate condition, one owner; photograph; best offer over £350.—Bolt, 43, Broomy Hill, Hereford. [4057

Lea-Francis Cars Wanted

LEA-FRANCIS wanted.—See also under Alvis.—Box 5055. [4312

ROWLAND SMITH'S, the Lea-Francis buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 6024-5-6. [0592/R

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4795-6. [0628/R

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [0595/R

LIMOUSINES

A & S Ltd.

PROVIDENCE Court, W.1. Mayfair 2941.

AUSTIN, 1951, A125 seven passenger Limousine, cloth, black, radio, heater, 37,000 miles, one owner. £985.

AUSTIN, 1952, A125 seven passenger Limousine, low mileage, outstanding condition. £1125.

AUSTIN Princess Saloon, May 1952, black, brown hide, loose covers, radio, heater, one owner, 24,000. £695.

AUSTIN, 1953, 16hp Hirecar Limousine, one owner, exceptional condition. £625.

AUSTIN, 16hp Hirecars, 1951/1952, similar description to above. Selection Seven. £495/£550.

AUSTIN, A152 15-seater Omnicoach. Orders accepted for early delivery.

HUMBER, 1954 April, Blue Riband Pullman Limousine, electric partition, black, cloth, radio, heater, new condition. £1575.

HUMBER, October 1952, Pullman Limousine, black, cloth, one private owner, outstanding condition. £1075.

HUMBER, 1951 Series, seven passenger, partition, leather throughout, black, heater, radio. £875.

HUMBER, October 1951, Pullman Limousine, cloth, black, heater. £925.

HUMBER, September 1949, Mark II Pullman Limousine, private owner, radio, heater, loose covers. £695.

HUMBER, 1946 Pullman mitred edge Limousine, cloth, black, exceptional condition. £395.

PACKARD, 1937 Super Eight Limousine, very exceptional condition throughout, one owner. £375.

ROLLS, 1938 30hp Hooper seven passenger, forward occasionals, very good condition. £750.

ROLLS, 1937 30hp Barker swept tail Limousine, meeting occasionals, two owners only. £750.

ROLLS, 1937 30hp Park Ward seven passenger Limousine, recent extensive overhaul. £595.

ROLLS, November 1936, 30hp Thrupp swept seven passenger Limousine, black, cloth, all extras. £595.

ROLLS, 39,000 miles, November 1935, 20/25 swept tail Mann Egerton Limousine, wide forward occasionals, exceptional condition, history. £545.

WOLSELEY, 1949, Series III, seven passenger, forward occasionals, well above average. £450.

LIMOUSINE specialists for over 70 years. Write or telephone for lists.

ALPE & SAUNDERS, Ltd. Providence Court, North Audley Street, W.1. (Near Selfridges). Mayfair 2941. [C1008

G & M ALFREDS offer:—

1937 series Buick Pullman limousine, black, one owner since new, vehicle in original condition and comparable with any 1957 car, written history, guaranteed; terms and exchanges.

WOLSELEY 1949 Super Six, one owner since new, 1956 condition, guaranteed.—6-7, Warren St., W.1. Euston 3268. [C1005

LIMOUSINES! Limousines! Limousines!

CAMDEN MOTORS have 70 limousines available, Humber Pullmans from 1946-1954; Austin Sheerline and Princess; Austin hire cars; Armstrong Siddeley Sapphire; post-war and pre-war Daimlers; pre-war Austin Ivor and Windsor and Packard Super 8s; full descriptive priced list and illustrated brochure will be sent post free, on application; call, write or 'phone to CAMDEN MOTORS, the limousine specialists, Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges.

HUMBER Pullman limousine, 1950, face forward occasional seats; £675.—Stratstone, Ltd., 40, Berkeley St., W.1. May. 4404. [C4022

1951 (Nov.) Austin A125 7-seater limousine, radio, heater, loose covers back and front, excellent condition throughout; £750.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fremantle 6373. [4192

1937 Rolls-Royce Phantom 3 limousine de Ville by Windover swept back, radio, heater, absolutely immaculate; £585; exchange small car.—154, Lancing Rd., Orpington. Tel. 22433. [C1163

DAIMLER 27hp 7-passenger limousine, dark blue, cloth rear, leather front, excellent condition; £1,450.—Stratstone, Ltd., 40, Berkeley St., W.1. May. 4404. [C4022/1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LIMOUSINES

JACK ALPE LIMOUSINES.

MARYLEBONE, W.1. Welbeck 1124.

AUSTIN 1952 A125 l.w.b. Sheerline, cloth rear, heaters, radio, total mileage 17,000 only, spare unused, one private owner, black, as new; £1,250.

AUSTIN, May 1953 registered, A125 l.w.b. Sheerline, leather throughout, widest forward occasionals, heater, radio, private, black; £1,195.

AUSTIN late 1952 A125 l.w.b. Sheerline, forward occasionals, cloth rear, heater, radio, loose covers, one owner, black; £1,035.

AUSTIN 1955 16hp Hirecar, recent engine overhaul, one owner; £795.

AUSTIN 1952 (July) 16hp Hirecar, one private owner, reasonable mileage; £575.

AUSTIN 1951 Hirecar, recently fitted with Perkins P4 diesel engine at cost of over £250, one private owner; £645.

AUSTIN late 1938 18hp Windsor 7-seater saloon, brown hide, one private owner, small mileage, black; £350.

DAIMLER late 1952 DE 36hp Hooper, forward occasionals, electric partition, heater, radio, screenwash, cloth rear, one private owner, 23,000 miles only, black; £2,085.

DAIMLER late 1947 DE 27hp Hooper, forward occasionals, cloth rear, electric division, one private owner, black; £1,075.

HUMBER 1953 Series IV Pullman, cloth rear, heaters, radio, black; £1,295.

HUMBER 1952 Series III Pullman, cloth rear, heaters, radio, one private owner, black; £1,045.

HUMBER 1951 Series III Pullman, cloth rear, heaters, one private owner, black; £925.

HUMBER 1951 Series III Imperial, leather throughout, heaters, radio, loose covers, one private owner, 32,000 only, black; £835.

HUMBER 1940 Series I Pullman, cloth rear, two owners, outstanding condition, black; £395.

MORRIS November 1951 Oxford 14hp Hirecar, cellulosed black, brown upholstery, one owner; £375.

ROLLS-ROYCE 1937 25/30 Rippon, forward occasionals, cloth rear, swept tail, heater, one private owner, small mileage, black; £765.

ROLLS-ROYCE late 1938 25/30 Thrupp, swept tail, cloth rear, heater, one private owner, small mileage, black; £845.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124 (near Baker Street Station). [C1103

Limousines Wanted

AUSTIN Princess or similar 7-seater limousine required.—81, Alresford Rd., Winchester. [4087

ALPE & SAUNDERS LTD. require Limousines. Good prices for cars in above average condition.

A & S Ltd. Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1006

LINCOLN

1949 Lincoln convertible, overdrive, radio, heater, excellent condition, bargain; £445.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London N.W.3. Hampstead 6676/7779. [C4016

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0748

MERCEDES-BENZ

AWOKING MOTORS,

MERCEDES distributors offer:—

THE largest selection of new and used Mercedes in the country.

ALL used cars offered by us are covered by our unique 12 months' guarantee.

220SC Mercedes, the most wonderful foursome coupe available today, superb line and finish, available for immediate delivery, choice of two.

220S mid blue, grey hide, 12,000 miles, indistinguishable from new, one most fastidious titled owner; £1,925.

220A stone grey, red hide, 16,000 miles, specially prepared for well-known enthusiastic owner regardless of cost, fitted with Swiss supercharger giving outstanding acceleration and all-round performance without loss of economy or reliability, extras include Motorola radio, reclining seat adjusters and the car is completely unmarked and fully guaranteed; £1,795.

190SL hard top, 13,000 miles, fitted Becker radio, leather upholstery, whitewall tyres, most attractive finish; £2,150.

190 saloon, black with grey interior, 15,000 miles, this car is equipped with over £230 worth of extras including all 220S body features; £1,475.

300SL finished in Mercedes blue, perfect maintenance history available, 27,000 miles of most careful use, equipped with Motorola radio, electric aerial, special Bosch horns, continental tyres, outstanding in every way; £2,650.

180 diesel, 29,000 miles, green with grey interior; £1,250.

180 diesel, left-hand drive, sunshine roof, 29,000 miles, stone grey; £1,055.

OPEN all day Saturday.

AVAILABLE at

WOKING MOTORS (Maybury Hill), Ltd., Woking, Surrey. Woking 4277. [C4057

KNIGHTSBRIDGE offer:—

1957 (January) Mercedes-Benz 220S, finished grey with superb red hide, Motorola radio, Continental tyres, one owner, 10,000 miles, in brilliant condition, full service history; £1,985.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

CONNAUGHT ENGINEERING offer:—

MERCEDES 190SL, 1958 model, registered 1957, only 3,000 miles from new, fitted heater and radio, finished blue-grey and absolutely as new throughout, right up to our standard of quality; £2,725.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1132

MERCEDES-BENZ

B

BROOKLANDS of Bond Street.

LONDON Distributors.

NEW 190SL roadster.

NEW 300SL roadster.

1955 300B saloon de luxe.

1955 300SL coupe.

103 New Bond St., London, W.1. Mayfair 6351. [C1029

AT

JOHN S. TRUSCOTT, Ltd., Mercedes-Benz distributors, many new cars for immediate or early delivery, including:—

TYPE 300D saloon, automatic transmission, fuel injection 189 b.h.p. engine.

TYPE 220S convertible.

TYPE 300SL roadster.

TYPE 220S saloons with Hydrak or normal transmission.

TYPE 190SL roadster.

EARLIEST delivery of all other models.

OUR demonstration cars are here for you to drive and judge; detailed literature on request.

WE have some excellent second-hand examples which are unmatched for condition and good value. These include:—

1957 Type 220S saloons from £1,895.

1957 Type 190SL roadster; £2,450.

1956 Type 220S saloon, sunshine roof; £1,750.

1955 Type 220A saloon; £1,475.

1954 Type 180D (diesel) saloon; £1,750.

1954 Type 180 saloon; £975.

OUR stock changes constantly; current details on request.

EXCHANGES, deferred terms.—173, Westbourne Grove, W.11. Bayswater 4274. [C4035

ESSEX distributors for Mercedes-Benz.

NEW 220S saloon, dark blue with grey striped upholstery.

170 diesel Mercedes-Benz, black finish, left-hand drive saloon, first registered October, 1954; £650.

220S 1956 (Sept.) saloon, cream with red leather, immaculate.

1955-6 220A, grey with blue upholstery, bench seat, one owner, low mileage car fitted power brakes.

1955 220, black/red leather.

1953 220 black saloon, left-hand drive.

NEW 220S and 190SL available immediately; early delivery of all models.

CAMBRIDGE MOTORS, Springfield Rd., Chelmsford. Tel. 4881. Evenings, Danbury 218 or Chelmsford 51617. [C1149

TOLWORTH MOTORS, Ltd., offer:—

1955 220A, one owner, low mileage, perfect service history, immaculate; £1,395.

1957 220S, 6,000 miles, leather, one owner, as new; £1,895.—Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

TAYLOR & CRAWLEY, Mercedes-Benz distributors.

OFFER NEW:—

220S saloon.

190SL coupe.

GUARANTEED used cars.

300B 1954 de luxe saloon, radio, heater, superb condition; £1,475.

300 Cabriolet D, magnificent condition, super luxury car; £2,350.

220S 1957 saloon, 6,000 miles, leather, immaculate; £1,895.

220S 1957 saloon, 4,000 miles, immaculate; £1,965.

220A 1955 saloon, maintained by distributors; £1,295.

180 1956 saloon, radio, low mileage; £1,235.

180 1955 saloon, immaculate; £995.

180 Diesel 1954 saloon, in exceptional condition; £995.

170S Diesel 1953 4, a rare car; £685.

TAYLOR & CRAWLEY, 42a, South Audley St., (entrance Adams Row), Mayfair, W.1. Gros. 6881. [C4036

1954 Mercedes Type 170 saloon, black with brown leather, heater.

LEX The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [4402

£490.—1952 (June) 170 VA saloon, left-hand drive, superb condition, Mercedes serviced.—Box 5087. [4126

HALLAMSHIRE TYRE & MOTOR Co., Ltd., Broad Lane, Sheffield, 1. Tel. 25040-8-9, offer the following:—

1957 (May) Mercedes-Benz 180 saloon, colour blue, fitted H.M.V. radio, screen washers, rear carpets, genuine mileage 5,200, used only 3 months, special reason for disposal, cost £1,850, our price: £1,550. [4367

1953 220 Mercedes-Benz, colour black with grey upholstery, in excellent condition throughout, left-hand drive; £695.

HUXFORD & SON, Ltd., The Fairway Garage, West St., Portchester. Tel. Cosham 76770. [C2127

MERCEDES-BENZ

300SL green roadster, July 1956, 17,500 miles, one owner, works maintained, immaculate condition, not raced, no dealers.—Tel. Welbeck 9288. [4349

£698.—Mercedes 220 1953 sun saloon, magnificent example, H.F. radio, heater, spots, special duotone finish, l.h.d., must be seen; also 1949 170, £295; many others; A.A. or R.A.C. exams welcomed, exchanges, hire purchase.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7. [C1017

1953 (September) Mercedes-Benz 300 saloon, colour black, beige upholstery, 1957 type servo braking fitted by manufacturer, fitted radio, heater, screenwashers, spot lamps, this is an immaculate car and is open to any reasonable trial and inspection; price £1,450.

MIDLAND MOTOR Co. (BEDFORD), Ltd., 92, Midland Rd., Bedford. Tel. 4144-5. [4244

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, 1. Tel. 25280. Mercedes-Benz distributors for the Western Counties. We invite enquiries for the world famous Mercedes-Benz cars; brochure available by return; demonstrations arranged by appointment; part exchanges welcomed and our confidential out-of-income facilities available [0474/R

Mercedes-Benz Cars Wanted

J. H. BARTLETT require 300SL and 190SL Mercedes.—27, Pembridge Villas, W.11. [W1013

ROWLAND SMITH'S, the Mercedes buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Mercedes-Benz Spares and Service

NOTTINGHAMSHIRE.

SALES, service and spares, factory trained personnel.—Main agents B. & K. Thomas, Ltd., 17/21, Loughborough Rd., West Bridgford, Nottingham. Tel. 82121 (3 lines). [0966/R

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales service and spares.—58, Camberwell New Rd., S.W.9. Reliance 7691 [0962/R

MERCURY

1956 Mercury Montclair 4-door pillarless saloon, power steering, radio, heater, one owner, absolutely as new.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676/7779. [C4016

1955 Montclair convertible, power hood, window seat, plastic covers, radio, heater, tinted glass, whitewalls, 26,000 miles; £1,350 o.n.o.—Tel. Fleet, Hants, 1696. [4369

ON all matters of sales spare parts, repairs and service consult us, a subsidiary of Ford Motor Company Ltd.—Lincoln Cars, Ltd. Great West Rd., Brentford. Tel. Ealing 4506-9. [0748

Mercury Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Mercury cars.—345, High Rd., Wembley. Wembley 3903/8691 [W4013

MESSERSCHMITT

1957.—200cc Messerschmitt KR200 de luxe, heater, reverse gear, low mileage, one owner; £269 10.—Claude Rye, Ltd., 895-921, Fulham Rd., S.W.6. Renown 6174. [4101

Messerschmitt Spares and Service

PRIDE & CLARKE.—Stock spares; quotations any part by return post; c.o.d.; easy payments; trade supplied.—Stockwell Rd., S.W.9. Brixton 6251. [S3068

METROPOLITAN

J. DAVY, Ltd., Austin agents.

1957 Metropolitan hard top, 2,000 miles, immaculate, comprehensive guarantee; £695.

180-184, Kensington High St., W.8. Wes. 7181.

215, Brompton Rd., S.W.3. Kni. 4215. [C1069

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1957 (August) Austin Metropolitan 1500 hard top, one owner, 3,000 miles only, colour Berkshire green and white, as new; £715.—D. J. Shepherd & Co. (Enfield), 436, Hertford Rd., Enfield. Howard 1631. [C4009

1958 Metropolitan convertible, mileage 2,000; £725, also

1957 fixed head, mileage 3,000; £665.—Pinner Motor Co., Pinner 456. [C3105

H. A. SAUNDERS, Golders Green, for your new or used Metropolitan.—Speedwell 0011. [C4004

3000 miles only, (October) 1957 Metropolitan hard-top, all extras, as brand new; £695.

D. F. WYATT, 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

1957 (October) Metropolitan convertible, 5,000 miles only; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

1957 Metropolitan 1500 hard-top, red/white, radio, heater, one owner, 4 month B.M.C. warranty; £725.—Trinity Cars Ltd., 94 North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4054

1957 Nash Metropolitan, cream and green, radio, heater, under 2,000 miles; £715.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128

CONVERTIBLE, radio, heater, screen washers, undersealed, tonneau cover blue and white, unmarked; £695.—Johnson & Brown, 268-270, High St., Bromley, Ravensbourne 8841 [C2075

SLOCOMBES, Ltd.—Convertible 1957, 2,000 miles only, undersealed, special black/red finish, from new; £725; exchanges, cars, motor cycles and terms welcomed; existing h.p. settled.—Dudden Hill Lane, N.W.10. Willesden 4869/3934; adjacent Dollis Hill tube, buses 8, 52, 226 and Green Line 719 pass door. [C4017

M.G.

KNIGHTSBRIDGE offer:—

1957 (July) M.G. A hard top coupe, finished mist green with grey interior, 5,000 miles only, twin mirrors, wire wheels, adjustable steering column; cost £1,150; £985.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086 [C2036

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

ANTHONY CROOK offers M.G. A, genuine 7,000 miles, chrome wheels, heater and other extras, £835; also superb pre-war but completely recondition 1½-litre saloon, £275; owners bought Bristols.—High St., Esher. Tel. 4580. [C1063

PERFORMANCE CARS

1957 (June) M.G. A, hardtop, red, £925; 1956 M.G. A, pastel green, specimen, £765.

1956 M.G. A, heater, rack, tele. steering, Michelin X, aero screens, screen washers, superb red; £765.

1956 M.G. A, red, many extras, £795; 1956 M.G. A, blue, wire wheels, radio, £845.

1955 ZA Magnette, radio, green, £705; 1954 TF, ivory/red specimen, £555.

1954 TF, black/beige, Michellins, £595; 1954 TF, lovely ivory specimen, £595.

1954 TF, one owner, green, £595; 1954 TF, black/red, extras, £595.

1954 TF, wire wheels, spotless red, £595; 1953 TD, nice red example, £475.

1953 TD, 1956 engine, green, £495; 1953 TD, black /red, £525.

1953 TD, black, superb example, £525; 1953 TD, ivory/red hide, £475.

1952 TD, lovely red showpiece, £495; 1952 TD, spotless green, heater, £495.

1952 TD, superb black example, £495; 1952 TD, red/beige, extras, £445.

1951 (Sept.) TD, black, 1957 engine, £415; 1950 TD, 1956 engine, red, £455.

1950 TD hardtop, 1956 engine, green, £475; 1949 TC, B.r.g., good example, £365.

1949 TC, nice B.r.g., specimen, £395; 1949 (Sept.) TC, black specimen, £425.

1949 TC, lovely red example, £375; 1948 M.G. Y saloon, superb black, £395.

1948 TC, ivory, nice example, £345; 1947 TC, red, 16in rears, £375.

1947 TC, nice red example, £275; 1947 TC, ivory, nice example, £345.

1947 M.G. 1½ saloon, nice example, £395; 1947 (Oct.) TC, black, superb, £345.

1946 (Sept.) TC, superb black, £345; 1939 TA Tickford, black specimen, £265.

1939 TA Tickford, red/beige, £275; 1938 VA tourer, above average, £195.

1938 TA, green, sound car, £265; 1937 TA, tidy green example, £245.

1935 PA 2-seater, B.r.g., sound, £195; 1935 PA tourer, red, tidy, £165.

THE above and many other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C5041

JAMES SPENCER, Ltd., offer

1956 M.G. Magnette saloon, radio and heater, small mileage; £825.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263 and 4209. [4432

H. BEART & Co., Ltd., offer:—

1956 model Magnette saloon, steel blue, supplied and serviced by us for one fastidious owner; £745.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

GLANFIELD LAWRENCE offer:—

1955 M.G. Magnette, twilight grey, 19,000 miles, choice of 2 from £775.—407, High Rd., N.12. Finchley 0091. [C2055

PHILIP RICKARDS, Ltd., offer:—

1956 M.G. Magnette saloon, red, 20,000 miles, perfect condition; part exchange; deferred terms. —4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [C3051

T. F. FORD & Son, Ltd. offer:—

1956 Magnette, 20,000 miles, steel blue with red upholstery, taxed year, radio and other extras, fastidiously maintained by owner, really outstanding example of this attractive model; £845.—198-202, Wells Rd., W.12. Shepherds Bush 2293. [4197

H. A. SAUNDERS, Ltd., offer:—

1956 M.G. Magnette saloon, black, red upholstery, recorded mileage 18,328, heater; £815.

H. A. SAUNDERS, Ltd., 636-642, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

BROWN'S GARAGE (LOUGHTON), Ltd.

1953 M.G. TD sports 2-seater, B.r.g.; £495.—Brown's Garage (Loughton), Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034

CMI CAR SALES (Primrose 6623) offer:—

1955 M.G. Magnette, one owner, taxed year; £745. 3 months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

PETER BANTOCK CAR SALES offer:—

1958 series M.G. A fitted wire wheels, radio, heater, loose covers, etc., total mileage 7,000 but new engine fitted under guarantee (at approximately 2,000 miles); £895.—104, High Rd., Chiswick 2725/5870. [C1014

PARADE MOTORS (MITCHAM), Ltd., offer:—

1938 M.G. TA, blue/blue, new hood, etc., bargain; £245.

1949 M.G. TC, green/green, in exceptional condition throughout; £395.

1949 M.G. TC, red/red, beautiful condition throughout; £395.

1952 M.G. TD, red/red, fitted many extras including hard top; £475.

1953 M.G. TD, cream, fitted 1,500cc engine, absolutely superb car; £499.

1953 M.G. TD red/red, probably the finest example of this model offered; £505.

1954 M.G. TF, black/beige, very many extras; £585.

1956 M.G. A, green and black, fitted very many extras; £775.

PART exchanges and hire purchase welcomed.

PARADE MOTORS (MITCHAM), Ltd., Monarch Parade, London Rd., Mitcham, Surrey. Tel. 3392/7188. [C3036

M.G.

SMITH'S GARAGE (MERSTHAM) offer:—

1956 M.G. A, red, radio, heater, 20,000 miles, outstanding specimen, immediate h.p. or part exchange welcomed; £725.

1955 M.G. Magnette saloon, grey with grey upholstery, engine just overhauled, one owner; £725.—Station Approach, Merstham, Surrey. Tel. Merstham 2100. [4439

B. J. HUNTER, Ltd., Austin agents, offer:—

1956 (September) M.G. Magnette saloon, low mileage, heater, unmarked; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

UNIVERSITY MOTORS, Ltd., offer with guarantee:—

1956 M.G. Magnette saloon twilight grey with grey upholstery, fitted fog and spot light, recorded mileage 15,000; £925.

1956 M.G. A, green with grey upholstery, fitted heater, tonneau cover, wing mirrors, screen washers, parking light and luggage carrier, mileage under 11,000; £825.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [3946

1948 M.G. 1¼ saloon, radio, heater; £365.—Below:—

1947 M.G. TC sports 2-seater, smart; £365; terms, exchanges.—R.L.H. Motors, Ltd., 601-608, Kings Rd., S.W.6. Renown 4492. [C3125

1956 series M.G. Magnette, black, one owner; £760.—Odeon Motors, Ltd., Bar. 1144. [C3028

H. A. SAUNDERS, Golders Green, for your new or used M.G.—Speedwell 0011. [C4004

1956 M.G. Magnette de luxe, grey, low mileage and in excellent order; £825.

CLARK & LAMBERT, Ltd., Trinity Place Garage, Eastbourne. Tel. 4660. Open till midnight. [C1159

MAGNETTE, low mileage, excellent; £775.—Robbins, East Putney. Tel. 7881. [C3010

1947 M.G. TC, overhauled brakes, steering, recond. engine; £335.—Vig. 1694, evenings. [4275

WK01 M.G. A '56, 29,000, extras; £760 o.n.o.—Sutton Valence, Kent, 3161. [4522

1953 M.G. TD Phase I conversion engine, one very careful owner, red; £515.

SWAIN & JONES, Ltd., Farnham 6201. [C4105

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

1956 M.G. A 2-seater, red with red leather, one owner, supplied and serviced by us, immaculate condition throughout; £765.

HALLENS OF CAMBRIDGE, Ltd., Union Lane, Cambridge. Tel. Cambridge 56225. [4237

1957 (March) M.G. Magnette saloon, twilight grey, red leather, one owner 12,000 miles, as new; £945.

1955 (Sept.) M.G. Magnette saloon, black/red leather, fitted heater, etc., specimen car; £765.

1954 (July) M.G. TF 2-seater, black/beige leather, fitted heater, etc., specimen car, £575.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

1957 M.G. Magnette Varitone saloon, grey with maroon leather, fitted manumatic transmission, 8,000 miles only; £985.

DOVES (DARLINGTON), Ltd., 24-26, Bondgate, Darlington. Tel. 2751. [4236

1954 (Sept.) M.G. Magnette saloon, radio, heater, magnificent condition.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 (Nov.) Magnette saloon, black, 14,200 miles, one owner, seat covers, H.M.V. radio, exceptional car; £775.—Carsales, Western 5217. [4106

1956 M.G. A, green/black wire wheels, radio, heater, 14,000 miles, never raced, perfect condition; £850 o.n.o.—Box 5131. [4348

1949 (Sept.) 1¼, black, beige leather, only 26,000, new tyres, Windtones, Oyler muff, crackerjack throughout; £410.—Caterham 4804. [4500

1949 TC M.G., immaculate, extras; £395.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1. (2 mins. Sloane Sq. Tube.) Sloane 8326. [C2075

1956 M.G. A, heater, tonneau cover, luggage rack, fog lamp, one owner; £835.—Offord, 67, George St., W.1. Welbeck 6899. [C3115

NOVEMBER 1951 M.G. 1½-litre saloon, a really superb example of this model; £435.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

£275.—1947 M.G. 1¼ saloon, heater, extras, in excellent condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

1957 M.G. A one owner, fitted radio, heater, tuned engine, low mileage, £850; immediate delivery new M.G.—Bowman's Garage, Weybridge 3265. [C1143

XXX 1954 M.G. Magnette, heater, clock, screen washers, green, green interior; £695.—H. F. Edwards, 23-34, Upper High St., Epsom. Tel. 5611. [C2001

1951 K3 Magnette, supercharged 2-seater sports, B.r.g., most fantastic performance, magnificently built with beautiful lines; £375.—Central Newbury Motors, Ltd. Tel Newbury 2000. [C1157

1956 M.G. Magnette, fitted radio and many other extras, truly magnificent specimen of this desirable car, £950 or near.—Coppins Motors, Brook St., Barry. Tel. 1069. [4015

1946 M.G. TC sports 2-seater, recent recon. engine, good hood and tonneau cover, new tyres; £365; exchanges, terms.—Bray Motors, 180-188, West End, N.W.6. Hampstead 6490. [C1024

XXX 1955 M.G. Magnette saloon, heater, radio, black with fawn leather, a quite immaculate and outstanding low-mileage one-owner car, written guarantee; £785; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003/1

M.G.

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348. [0082/R

1956 M.G. Magnette, immaculate condition, undersealed and many extras, 14,000 miles; £795. —Kingston 9518. [3910

1955 series Magnette saloon, colour black, radio, etc., excellent condition; £695.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1059

1958 (Jan.) M.G. Magnette saloon, radio, heater, B.M.C. 4-month guarantee; terms and exchanges.—Green & Zonis, 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1956 M.G. A, ivory and black with hard top, wire wheels, radio and heater, 13,000 miles, in excellent condition throughout; £885.—Swan Garage, Southampton. Tel. 27373 [C4112

TF 1954 (May), green with green leather, 29,000 miles, perfect condition, heater and many other extras; £550; terms and exchanges.—Tel. Birmingham Highbury 3506 after 6 p.m. South 3018. [4415

M.G. TD 1951 model, green, new hood, sidescreens, heater, flashers, spots, luggage rack, seat covers, screen-washers, etc., excellent condition; £425 o.n.o.—155, Dane Rd., Stoke, Coventry. [4297

1956 M.G. Magnette saloon, in grey with maroon interior, fitted radio, sun roof and all extras, nominal mileage and immaculate condition; £845; terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083

745 gns.—M.G. 1956 MGA 2-seater, glacier blue, grey leather, heater, luggage carrier, badge bar, carefully used, written guarantee; terms, exchanges.—Rowland Smith, below:—

575 gns.—M.G. Midget 1954 TF 2-seater, red, red leather, excellent condition, written guarantee; terms, exchanges.—Rowland Smith, below:—

375 gns.—M.G. Midget late 1949 TC 2-seater, blue, Brooklands steering wheel, carefully used, written guarantee, choice of 6 Midgets; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

THE well-known ex-Arundel late 1949 TC, just fitted with works stage II engine, Armstrong s/s shock absorbers racing wheels, numerous extras, in immaculate condition throughout; £435.—Polegate Motor Co., Ltd., Eastbourne Rd., Polegate, Nr. Eastbourne, Sussex. Polegate 309. [4183

1956 model Magnette (registered late November 1955), steel blue, maroon leather, fully equipped, re-tyred, turbo trims, etc., mileage 25,000 guaranteed, distributor maintained and in outstanding condition, engineer's examination welcome, taxed year; £765.—35, Ring Rd., Leicester 74112. [4143

XXX 1954 (April) M.G. TF sports 2-seater, this outstanding and immaculate car is finished in pearl grey with red leather, and very fully equipped, including radiator blind, wing mirrors, nearly new hood, etc.; it is a sparkling specimen offered at the attractive price of £595; written guarantee; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

M.G. Cars Wanted

ROWLAND SMITH'S, the M.G. buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

M.G. Magnette saloon required.—Greenways, 81, Alresford Rd., Winchester. [4087

TD or TF wanted, privately.—Details, 472, High Rd., London, W.4. [3585

J. H. BARTLETT, the M.G. buyers, TC, TD, TF, M.G. A and YB models.—27, Pembridge Villas, W.11. [W1013

CNK MOTORS urgently require M.G.s, all models.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

XXX Excellent cash price offered for good M.G.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W5611

ALMOST new M.G. required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885 [W3016/R

TC, TD, TFs wanted for cash.—Archway Engineering, Ltd., Bridgewater St., Knott Mill, Manchester, 3. Blackfriars 6455. [0697/R

URGENTLY required, 1946/57 M.G. saloons and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275 [W2109

M.G. Spares and Service

TOULMIN MOTORS.

M.G. specialists.

SOLELY M.G. cars, sales and repairs; most comprehensive range of M.G. spares in the country; complete range of reconditioned engines always in stock; largest c.o.d. service in the country; open Monday to Saturday.

TOULMIN MOTORS, 343 Staines Rd., Hounslow, Middx. Tel Hou. 2238 and 3456. [0349/R

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London W.1. Gros 4141. [0505/R

SPARES most models, gaskets, valves, springs, races, wheels, speed modifications.—Derrington, 159-161, London Rd., Kingston, Surrey. 5621-2. [S1071

M.G. spares, most parts in stock for all models 1936 onwards, including valves, guides, springs, rocker bushes, shafts, etc; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies, prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083 [0433/R

MORGAN

WARWICK WRIGHT, Ltd. offer:—

1956 (November) Morgan 4/4 Mark II 2-seater sports tourer, green, black upholstery, heater, 13,000 miles; £550

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4048

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN

525 gns.—Morgan Plus 4 1955 foursome drop head coupe, heater, screen washers, p.v.c. hood, one owner, excellent condition, written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 +4 2-str., TR2 engine, paintwork excellent (steel grey), almost new X tyres, batteries, zip tonneau, front suspension overhauled, latest brakes, many improvements, 36,000m., oil 1,500 m.p.g., carefully used, no trials, competitions; £495 o.n.o.—Becker, Park St., 3126 (near St. Albans). [4166

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

BASIL ROY, Ltd., require for cash or part exchange for any make.—161, Great Portland St., W.1. Langham 7733. [0977/R

Morgan Spares and Service

BASIL ROY, Ltd., official spare parts stockists, service and repairs.—161, Great Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

LEC

1954 Minor convertible, one owner, authentic 27,000 mile., checked throughout by us including decarbonization, smart Clarendon grey with red leather, new matching p.v.c. hood, fitted heater, taxed December; £465; terms, exchanges.—Lorraine Engineering Co., Ltd., 29-30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. [C1086

EFS offer:—

1955 Morris Minor 4-door de luxe saloon, in beige, under 13,000 miles, as new condition; £525.

EFS MOTORS, Ltd., Kingston By-Pass, Esher. Emberbrook 3000. [C2112

R. S. CURRIE & Co., Ltd.

1956 Morris Minor Traveller's car de luxe, Clarendon grey with red interior, 21,000 miles, immaculate; £575.—105, Westbourne Grove, W.2. Bayswater 0085. [C1095

J. DAVY, Ltd., Morris agents.

1957 Minor convertible, one owner, heater and radio, exceptional condition, comprehensive guarantee; £570.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Knt. 4215. [C1069

H. BEART & Co., Ltd., offer:—

1955 Morris Minor saloon, heater, one owner; £525.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

T. F. FORD & Son, Ltd. offer:—

1957 Minor 1000 4-door de luxe saloon, 9,500 miles, black, one owner, taxed year, B.M.C. guarantee, meticulously maintained; £610.—198-202, Wells Rd., W.12. Shepherds Bush 2293. 4198

PHILIP RICKARDS, Ltd., offer:—

1955 Morris Minor 4-door de luxe saloon, clarendon grey/red, seat covers, 13,000 miles only; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

BROCKHAM MOTOR Co. offer:—

1956 4-door, green, as new, low mileage; £495.

1956 Travellers, 13,000 only, grey, many extras; £585.

1955 2-door, black, very clean; £480.

1955 2-door, blue, good order; £460.

1954 2-door, birch grey, one owner; £450.

1954 Travellers, green, low mileage; £485.

1950 convertible, excellent condition; £325.

87, Middle St., Brockham Green, Betchworth, Surrey. Betchworth 2210. Dawes Green 310. [C1155

1950 Morris Minor saloon; £395.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

WARWICK WRIGHT, Ltd., offer:—

1956 Morris Minor 4-door de luxe saloon, black, red upholstery, heater, 18,000 miles; £535.

1957 Morris Minor (1,000) 2-door saloon, grey, red upholstery, heater, 7,000 miles; £625.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

ENGINES RECONDITIONED, Ltd., offer:—

1955 Morris Minor Travellers car; £535.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 3366. [C2070

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Morris Minor 1000 convertible, low mileage; £595.—Below.

1956 Morris Minor saloon de luxe; £550.—Below.

1955 Morris Minor saloon de luxe, 4-door, low mileage; £525.—Below.

1955 Morris Minor convertible, unmarked; £495.—Below.

1951 Morris Minor convertible, much above average; £375.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

HENDON CENTRAL GARAGE, Ltd., offer:—

1956 series Morris Minor 4-door de luxe saloon; £535.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034

1957 Morris 1000 2-door, heater, one owner, like new; £585.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1957 Minor 1000 Travellers, grey, mileage 5,500, heater, excellent condition; £675.

KERRIDGE, Ltd., Alton 2224. [C3118

MORRIS MINOR

1957 (Nov.) Morris Minor, 1,500 miles only, as new; £655.—Below.

1955 Morris Minor 4-door de luxe sln., choice 2 fine cars; from £465.—Below.

1954 Morris Minor Traveller, overhauled, one careful owner; £495.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1957 (Jan.) Minor 1000 convertible de luxe, one owner; £585.

1957 (Feb.) 2-door saloon, under 5,000 miles, £610; another, 11,000 miles, £595.

1956 (Nov.) 1000 2-door saloon, under 12,000 miles, one owner; £585.

1955 (July) 4-door saloon, 18,000 miles, one owner; £535; Jarvis A and B.M.C. guarantee.—Jarvis & Sons, Ltd., of Wimbledon, Liberty 8221. Wimbledon 2526. [C2096

LATE 1956 Morris Minor Travellers car Series II, de luxe specification; £535.

STORETON ENGINEERING SERVICE Co., Ltd., 289, Teehey Lane, Hr. Bebington, Ches. Mountwood 2242. [4086

H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004

YES—but if it's Morris—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434. [0812/R

1953 Morris Minor 4-door de luxe saloon, outstanding condition, colour green; £450.

1954 Morris Minor 2-door de luxe saloon, well-kept throughout, black with red upholstery; £475.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1957 Morris 1000 saloon, 9,000 miles, one owner; £595.—Loxford Garage, Ilford Lane, Ilford 3155. [T9054

BOGNOR STATION GARAGE.—1956-7 Morris Minor Traveller 1000; £675.—20, Longford Rd., Bognor 2102. [C1160

1957 Morris 1000 convertible de luxe, perfect, small mileage, heater; £595.—Plaxtol Rectory, nr. Sevenoaks, Kent. Plaxtol 319. [4278

1953 (Sept.) Morris Minor convertible, one owner, Clarendon grey, heater and radio, 16,582 miles only; £415.

HERBERT & MILLS, Ltd., 75, Great Portland St., London, W.1. Langham 3506-7. [C2036

1957 Minor 1000 de luxe, Traveller, 6,900 miles, birch grey, immaculate; £685, no dealers.—Box 5116. [4340

MORRIS Minor 1951 2-door saloon, very good condition; £375.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0066. [C4093

1957 (November '56) Morris Minor 1000, 2-door saloon; £570.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1955 Morris Minor Traveller, green/green, fitted extras, exceptional condition; £535.—Oxshott 41. [4355

1957 Morris Minor 1000 4-door saloon, heater, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1956 convertible, dark green, de luxe, under 13,000 miles; £500.—Ing's Garages, Maidenhead. [C2119

1952 Morris Minor 2-door saloon, colour grey, new engine and 4 new tyres recently fitted, seen Boxmoor; £425.—Box 4996. [4024

AZ MOTORS offer 1949 Minor saloon, reconditioned engine fitted, beautiful throughout; £315!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1956 Morris Minor 2-door saloon, heater, one owner; £525.—Offord, 67, George St., W.1. Welbeck 6899. [C3115/1

1955 model Morris Minor Traveller, heater, two owners; £495.—Offord, 67, George St., W.1. Welbeck 6899. [C3115

1954 Morris Minor convertible, works replacement ohv, screenwash, heater, spotlight, wing mirrors; terms; £435.—Burgh Heath 4835. [4058

1955 Minor 4-door de luxe, one owner, Clarendon grey; £495.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040. [C1062

1953 (Sept.) Minor convertible coupe, black red, heater, etc., taxed; £425.—The Black Horse Garage, Richmond 6441. [C1116

1952 (Sept.) Morris Minor, grey, red upholstery, very nice car; £385.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

1956 Morris Minor saloon, Clarendon grey, red upholstery, heater, a one-owner 13,000-mile car which is as new in every respect; £535.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1955 Morris Minor 2-door, low mileage, heater, excellent condition; £495.—Bertram Cowen, Ltd., Hermitage Lane, Streatham, Pollards 2100. [C1154

1954 Morris Minor 2-door de luxe saloon, Clarendon grey with red leather, radio and heater, one owner, under 20,000 miles, as new; £485.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [4097

1957 Minor 1000 de luxe saloon, heater, undersealed, grey, less than 5,000 miles; £600, offer.—Shalom, 1, Cargate Lodge, Cargate Avenue, Aldershot. [4309

1953-4 Minor convertible reconditioned engine, heater, immaculate, guaranteed; £390, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1956 Morris Minor de luxe convertible, low mileage and perfect throughout; £525.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

1956 Morris Minor 2-door sld. saloon, beige, one owner, heater, immaculate condition; £540. H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [4221

1957 Morris Minor 2- and 4-door saloons, mileage 12,000 to 15,000. B.M.C. guarantee; £565-£595.—Lankester Engineering Co., Ltd., 39, Eden St., Kingston. Kin. 3151. [0046/R

1950 model Morris Minor convertible, beige, clean and really nice; £350; exchanges, terms.—Bray Motors, 180-184, West End, N.W.6. Hampstead 6490. [C1024

MORRIS MINOR

1954 de luxe saloon, ohv, heater, one owner, 24,000 miles, superb value; £445; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

9000 miles.—1957 1000 2-door saloon, heater, black; £595.—Eustace Watkins, Ltd., 399, London Rd., Croydon, Thornton Heath 4283. 12, Chelsea Manor St., S.W.3. (Flaxman 8181.) [C4046

575 gns.—Morris Minor 1956 de luxe Traveller, leather, heater, screen washers, one careful owner, small mileage; written guarantee; terms, exchanges.—Rowland Smith, below.

515 gns.—Morris Minor 1956 model de luxe saloon, grey, red leather, radio, heater, small mileage, written guarantee; terms, exchanges.—Rowland Smith, below.

435 gns.—Morris Minor 1954 de luxe saloon, leather, heater, carefully used, written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1957 (July) Morris Minor 1,000 convertible de luxe, black, red leather, guaranteed 7,000 miles only, as new; £585.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

1957 Morris Minor standard 2-door saloon, green, 12,000 mls., £575; 1955 (July) Minor 2-door de luxe, beige, 11,800 mls., £495; both as new.—Station Garage, Bush Hill Park, Enfield, Laburnum 2082. [4109

1956 Morris Minor 4-door saloon de luxe, green, leather to match, heater, overriders, one private owner, 16,000 miles only, taxed March 25, 1958; beautiful condition; £565; 3 months' guarantee, extended payments.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906.—Tel. Wallington 3404. [C3020

£595!!!—1956 series Morris Minor Traveller de luxe, recorded mileage 14,000, one owner and quite as new; also choice of 1956 Minor, one owner saloons from as little as 11,000 miles at £535.—Jennings, Richmond 5363.

SLOCOMBES, Ltd.—Traveller 1955 de luxe, in grey, really first-class condition, £550; exchanges, cars, motor cycles and terms welcomed; existing h.p. settled.—Dudden Hill Lane, N.W.10. Wil. 4869/5934; adjacent Dollis Hill tube, buses 8, 52, 226 and Green Line 719 pass the door. [C4017

Morris Minor Cars Wanted

YOUR convertible wanted for cash.—Marble Arch Motors, Camberwell Green, S.E.5. Rodney 2181. [T9058

MORRIS Minor saloon required. Travellers considered.—Clayton, 3, Fairclose Terr., Whitchurch, Hants. [4087

ROWLAND SMITH'S, the Minor buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

ALMOST new Minor required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

MORRIS EIGHT

H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004

265 gns.—Morris 8 December 1946 de luxe 4-door saloon, black, sliding head, brown leather, carefully used; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MORRIS COWLEY

CROFTON GARAGES, Ltd.

1955 Morris Cowley, finished in grey with red trim; this car was sold by us and serviced by us, very roomy car, 30mpg. guaranteed; £545.—132, Whitechapel Rd., Bishopsgate 3393. [C1139

1955 Morris Cowley, heater, moderate mileage, excellent; £545.

PHOENIX MOTORS, Ltd., Oxford Rd., Gerrards Cross. Denham 2716. Gerrards Cross 2545. [C3044

H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004

1955 (April) Morris Cowley saloon, black/red leather, one owner; £556.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

1955 Morris Cowley sln., black/red, one owner, outstanding; £535.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

MORRIS OXFORD

A1 at Brown's.

1954 (late) Morris Oxford saloon, grey and red hide interior, heater, extras; this car is in exceptional condition throughout and is good value for money; £495.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham 2284. [C1025

KENNINGS, Ltd., offer:—

1956 Morris Oxford saloon, green, heater, one owner; £600.—84-90, Holland Park Ave., London, W.11. Park 5077. [C3030

CROFTON GARAGES, Ltd.

1956 Morris Oxford in sparkling black, red interior, heated car with air conditioning, full 6-seater; £645.—132, Whitechapel Rd., Bishopsgate 3393. [C1139

ALTWOOD GARAGE offers:—

1956 Morris Oxford series II saloon de luxe, black/red leather, heater, etc., one owner, moderate mileage, taxed year, immaculate condition throughout and guaranteed; £625.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

R. HARDY & SON offer:—

1956 Morris Oxford, Clarendon grey/red upholstery, one owner, supplied and maintained by us; £595.

1956 Morris Oxford, Clarendon grey/red upholstery, one owner, supplied and maintained by us; £595.—52/55, Marylebone High St., W.1. Hunter 0942. [4204

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

BROCKHAM MOTOR Co. offer:

1956 Morris Oxford saloon, black, 13,000 miles only, equal to new, undersealed and many extras; £595.

87 Middle St., Brockham Green, Betchworth, Surrey. Betchworth 2210. Dawes Green 310. [C1155

T. F. FORD & SON, Ltd., offer:—

1956 (May), Oxford, genuine 14,600 miles, black, one owner, immaculate; £615.—198-202, Wells Rd., W.12. Shepherds Bush 2293. [4196

H. A. SAUNDERS, Ltd., offer:—

1957 Morris Oxford saloon, grey, red upholstery, recorded mileage 10,336, heater; £795.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PETER BANTOCK CAR SALES offer:—

11000 miles only!!—1955 Morris Oxford, black/red interior, meticulously maintained by enthusiastic owner, complete service record available, virtually a new car; £625.—104, High Rd., Chiswick 2725/5870. [C1014

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1956 Morris Oxford Traveller's car, grey/red leather, heater, one owner, immaculate; £715.—226, High Rd., London, N.15. Tot. 0414. [4445

H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004

NOVEMBER '55 Oxford, black, immaculate condition; £595.—Robbins, East Putney. Tel. 7881. [C3010

1957 Morris Oxford series III saloon; £735, mint; exchanges.—Guildford 4882 evenings. [4421

MORRIS Oxford 1955, £550; or exchange Morris 1000 de luxe 4-door.—Tel. Ray. 1760. [4284

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 4821-2-3, offer:—

1953 (Nov.) Morris Oxford Traveller de luxe, clarendon grey with red leather, fitted H.M.V. twin speaker, radio, heater, screenwashers, fog lamp, seat covers, immaculate condition; £550. [C1001

1957 Morris Oxford saloon, in duo-tone grey/green, 7,000 miles only; £825.

SWAIN & JONES, Ltd., Farnham 6201. [C4105

1952 Morris Oxford saloon, beige/brown, in excellent condition throughout; £425.—Oxshott 41. [4356

YES—but if it's Morris—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3454. [0813/R

1956 series 55 (December) Morris Oxford Traveller car, green/green, one owner, excellent condition; £665.

SAUL & SLATTER, Ltd., 44, Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002

1956 Morris Oxford saloon, black/red, one owner, 13,000, taxed; £625.—The Black Horse Garage, Richmond 6441. [C1116

1955 (13.12.54) Morris Oxford saloon, one owner, 26,000 miles only, excellent order; 3 months' guarantee; £575.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [4407

1955 Morris Oxford, heater, many extras, superb condition; £595.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [2917

1957 (March) Oxford, Manumatic, cream with red leather upholstery used by staff and exceptionally carefully maintained; £650.

1956 (Dec.) Oxford saloon, series II, black, heater, one owner; £625, Jarvis A.B.M.C. guarantee.—Jarvis & Sons, Ltd., of Wimbledon. Liberty 6221. Wimbledon 2526. [C2086

1953 model Oxford, heater, leather, in very good condition throughout; £449.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1957 Morris Oxford Series III saloon, used carefully by one owner for 9,000 miles only, Clarendon grey with red interior, immaculate; £775.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1955 Morris Oxford saloon, black, red trim, charming vehicle; £595.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [C3019

1956 Morris Oxford Traveller, heater, two owners; £735.—Offord, 67, George St., W.1. Welbeck 6899. [C3115

1955 model Morris Oxford saloon de luxe, grey, 15,000 miles, one owner; £585.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [C1076

1955 Morris Oxford Traveller, reconditioned engine, beige with red upholstery, in first-class order; £685.—Frank Watson (Croydon), Ltd., Thornton Rd., Thornton Heath 4221. [4386

1956 Morris Oxford de luxe saloon, black with spotless red leather interior, undersealed, 20,000 miles, excellent condition throughout, carefully maintained by one owner; £630.—Acorn 2088. [4165

1955 Morris Oxford Series II saloon de luxe, black, heater, excellent condition; £565; exchanges welcome; terms available.—Frost's Cars, 398, Brighton Rd., Shoreham-by-Sea. Tel. 3584. [4422

1957 (May) Morris Oxford saloon Series III, Manumatic 2-pedal, undersealed, fitted heater, radio, 5,000 miles, carefully run in, cost £963.—Offers to R. Rae, 38, Marischal Rd., Lewisham, London (Lee 8846). [4047

1957 Morris Oxford series 3 saloon, cellulosed in grey with red upholst., fitted heater, this is a one owner car, carefully used throughout its life, regularly maintained, thoroughly checked in our own workshop, offered with every confidence at £785.

HIRE purchase and part exchanges.

STANDARD House, South End, Croydon. Croydon 0266/6088. [2722

SLOCOMBES, Ltd.—1953 saloon, grey, one owner and truly most exceptional, £479; exchanges, cars, motor cycles and terms welcomed; existing h.p. settled.—Dudden Hill Lane, N.W.10. Willesden 4869/3934; adjacent Dollis Hill tube; buses 8, 52, 226 and Green Line 719 pass the door. [C4017

Morris Oxford Cars Wanted

ROWLAND SMITH'S, the Oxford buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041 [W4018/R

MORRIS Oxford saloon required; consider Traveller 1956-7.—Greenways, 61, Alresford Rd., Winchester. [4087

ALMOST new Oxford required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

PEDIGREE ESTATE CARS urgently require good estate cars; cash or in exchange.—340, Euston Rd., N.W.1. Euston 7889. [W4095

MORRIS Oxford required, 1956-1957, small mileage, colour grey, heater, cash, private buyer; write particulars.—Bolland, 14, Highshore Rd., London, S.E.15. [4173

MORRIS ISIS

BOSHIER for Morris.

1958 (Feb.) Morris Isis saloon, Clarendon grey with red upholstery, fitted overdrive, 500 miles only.—Offers to Boshier of Norwich, Ltd., Chapelfield Garage, Norwich 24184. [4060

CROFTON GARAGES, Ltd.

1957 Morris Isis Traveller, finished in Clarendon grey, a double-purpose vehicle which has been driven and serviced by one owner from new; £850.—132, Whitechapel Rd., Bishopsgate 5393. [C1139

H. A. SAUNDERS, Golders Green, for your new or used Morris.—Speedwell 0011. [C4004

1958 Morris Isis saloon, fitted with overdrive, negligible mileage; £995.

STORETON ENGINEERING SERVICE Co., Ltd., 289, Teehey Lane, Hr. Bebington, Ches. Mountwood 2242. [4085

1955 (Sept.), Clarendon/red, under 22,000 miles; £555.—Ing's Garages, Maidenhead 2149. [C2119

1956 Isis de luxe saloon, heater, guaranteed; £545, exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

MORRIS Isis, grey, heater, one owner, splendid order, 1956; £629.—291, Oxford Rd., Reading 50432. [3504

1957 Morris Isis series III de luxe saloon, extras, 5,000 miles only; £875.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1956 Morris Isis saloon, grey with red interior, heater, mileage 6,000 only!! £625; exchanges welcome; terms available.—Frost's Cars, 398, Brighton Rd., Shoreham-by-Sea. Tel. 3584. [4424

1956 Morris Isis saloon, green, one owner, heater and other extras, immaculate condition, recon. engine; £650.—H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113-7. [4220

Morris Isis Cars Wanted

PEDIGREE ESTATE CARS urgently require good estate cars; cash or in exchange.—340, Euston Rd., N.W.1. Euston 7889. [W4095

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Morris buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Morris Spares and Service

MORRIS genuine spares and special service in the West End.

S. MORRIS AND COMPANY, Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0542/R

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [8504

R. HARDY & SON, 55, Marylebone High St., W.1.—Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units, spares and accessories.—Hunter 0942. [0365/R

NASH

NASH.

NEW models, spares and service.

NASH CONCESSIONAIRES, Ltd., Albany St., N.W.1. Euston 5558. [0937/R

1956 Nash Rambler 6-seater, seats fold down to make 6ft double bed, 8,000 miles, radio, heater, air conditioning, taxed, as new throughout; offers?—King's Motors, 1, High St., Hounslow 3532 & 2559. [C2049

1954 Nash Cross Country station wagon, special coachwork by Farina, r.h.d., radio, heater, folding seats make beds, overdrive, whitewall tyres, etc., etc., the most attractive seen, in superb condition throughout, cost £2,500 new; now offered at £985.—Hamilton, Rottingdean 2634. [4064

OLDSMOBILE

SCOTT CARS offer:—

1956 Oldsmobile Rocket Super 88 Holiday 4-door pillarless saloon, power steering, power brakes, radio, heater, one owner, absolutely as new.

1951-2 Oldsmobile Rocket 88, hydramatic drive, radio, heater, outstanding condition.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

LEX.—The American car specialists; see offers under Used Car column. [0403/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3905. 345, High Rd., Wembley.—For full list see under American Cars. [C4015

Oldsmobile Cars Wanted

LEX—sole distributors in the U.K. require good used post-war Oldsmobiles.

LEX GARAGES, Ltd., Forty Avenue, Wembley. Arnold 3970. [0971/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all Oldsmobile cars.—345, High Rd., Wembley. Wembley 3905/8691. [W4015

Oldsmobile Spares and Service

REPAIRS and service by sole U.K. distributors.—Lex at 46/50, Gloucester Ave., Regent's Park, London, N.W.1. Primrose 0161. [0627/R

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0513/R

PRIDE & CLARKE, Opel stockists; quotations; c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [3068/R

OFFICIAL Opel Spares and Service Agents, B. & C. Concessions, Ltd., 46/50, Gloucester Ave., London, N.W.1. Primrose 0161. [0952/R

PACKARD

AUTOMOTIVE & MARINE offer:—

RHD 1954 Packard Clipper 4-door saloon, automatic, new condition one careful owner, sensible offers invited, part exchanges and hire purchases a pleasure.—Crown Garages, Albany St., N.W.1. Euston 1052. [C1144

1938 Packard limousine, f/f auxiliary seats, l.h.d., all tyres as new, exceptional condition throughout; £250.—Salmons Garages, Ltd., Temple Bar 3358. [C4029

Packard Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the American car specialists, urgently require all Packard cars.—345, High Rd., Wembley. Wembley 3905/8691. [W4015

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4856. [8/4026

LEONARD WILLIAMS & Co., Ltd., for Packard spares.—Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

PEUGEOT

1954 Peugeot saloon, grey, 34,000 miles, very clean; £495.—Carsales, Western 5217. [4107

203 saloons from £365.—See Lockhart's advertisement this issue under "Continental Cars." [C5122

1958 Peugeot 403, 3,000 miles, as brand new; £1,925, terms, exchanges.—"Highbury Cars," London Rd., Portsmouth. Tel. 70716. [3892

£495—Peugeot 203 1953 series overdrive sun saloon, beautifully maintained, many extras, 35 m.p.g., very attractive; many others. A.A. or R.A.C. exams. welcomed; exchanges, hire purchase.—Renmotors, 1, Clarendon Rd., W.11. Park 5066-7. [C1017

Peugeot Cars Wanted

WANTED Peugeot 203 estate car, r.h.d., good condition essential.—Box 5120. [4548

PLYMOUTH

695 ns.—Plymouth 6 1953, right-hand drive, 6-seater station wagon, duotone blue/black, heater fold-flush rear seating, sliding windows, one owner, excellent condition, written guarantee, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

PONTIAC

SIMPSON'S MOTORS (WEMBLEY), Ltd., Tel. 8691/3905. 345, High Rd., Wembley.—For full list see under American Cars. [C4015

1955 Pontiac Chieftain, V8 engine, r.h.d., 4-door saloon, radio, heater, 20,000 miles; £1,295.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., Pontiac main agents, urgently require all Pontiac cars.—345, High Rd., Wembley 3905/8691. [W4015

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3 (Tel. Flaxman 7752-3-4).

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

PORSCHE

1956 (April) Porsche 1600 drop head coupe, blue, beige leather interior, 20,000 miles, heater, radio, one owner, unmarked; £1,595.—Below.

1956 (May) Porsche 1600 fixed head coupe, red with light beige interior, 26,000 miles, radio and heater, unmarked; £1,545.

M. J. HUGHES, Ltd., 19, The Highway, Beaconsfield. Tel. Beaconsfield 644. [3975

1957 model Porsche 1600, one owner, low mileage, radio, immaculate throughout; £1,595.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. [C4081

PORSCHE 1600 fixed head coupe, finished in graphite grey with red interior, total mileage 13,000, first reg. October 1956; this car has been serviced by us since new and is in extremely good condition throughout.

MOORTOWN MOTORS, Ltd., Regent St., Leeds. Tel. 31894-5. [4098

1955 (August) Porsche 1500 Super hard top, ivory and red, phenomenal performance, one owner, mileage 21,000 only; £1,395; exchanges welcome; terms available.—Frost's Cars, 398, Brighton Rd., Shoreham-by-Sea. Tel. 3584. [4423

1957 1600 super cabriolet, colour silver, black hood and leather, 5,000 miles, guaranteed as new; 1956 1600 standard coupe; 1955 1500 super coupe; particulars on request.—A.F.N., Ltd., Falcon Works, 400, London Rd., Isleworth, Middx. (Hounslow 0011.) [C2015

1957 Porsche Carrera fixed head coupe, fitted Spyder engine with 2 twin-choke Webers, polychromatic blue, red hide, low mileage, as new, £400-worth of extras, including self-seeking radio and chrome wheels, cost new £3,266; now £2,450.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [C1157

J. H. BARTLETT, the Porsche buyers and stockists, offer Porsche Carreras, 125mph coupe; Porsche 1957 standard coupe, 8,000 miles, one owner, £1,675; Porsche drop head coupe, £950; 1958 demonstrator available; repairs and service.—27, Pembridge Villas, W.11. Bayswater 0523. [C1013

Porsche Spares and Service

V&F MONACO MOTORS, Porsche spares and service.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Fremantle 4414. [0257. R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

POWERDRIVE

1957 322cc Twin Powerdrive 3-str., self-starter, red finish; £299/10; terms, exchanges.—Claude Rye, Ltd., 895-921, Fulham Rd., S.W.6. Renown 6174. [4105

RACING CARS

COOPER Mk. X; Michael Christie's own car; see classified column, under "Cooper."

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. [C1094

COOPER'S GARAGE (SURBITON), Ltd., 243, Ewell Rd., Surbiton, Surrey. Tel. Elmbridge 3346, are sole concessionaires for the 1500 Formula II Cooper-Climax and 500cc Formula III racing cars and 1,100cc and 1,500cc Cooper-Climax sports cars. [0281/R

RAILTON

TERRIFIC CARS Ltd., offer:

1939 16.9hp 6-cyl. Claremont drop head coupe, black, fawn interior, excellent throughout, 26 mpg; £195.

1937 28.8hp 8-cyl. Claremont drop head coupe, black, new hood, many extras, very fine car, 95 mph, 22 mpg; £175.

1937 28.8hp, 8-cyl. Cobham semi-razor edged saloon, black with blue interior, a good example of this distinguished carriage, must appeal to an enthusiast; £145.—684, London Rd., Thornton Heath, Surrey. Tel. 3037 or Caterham 4976. [4559

RAILTON-HUDSON, 1938, superb condition throughout, radio, short centre floor gears; ill health reason disposal; offers.—Beacham, 50a, Exeter Rd., Exmouth. [4296

RELIANT

WHO wants a trio? Or—one more than two, because King's of Oxford stock more three-wheelers both new and second-hand than you will see on this small bit of land of ours; write, 'phone or shout.—King's Motors, New Rd., Oxford. Tel. 48458-9. [C3136

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

ANTHONY CROOK offers 1956 760cc, one owner, twin carburettors and exhaust, very special car; £495.—The Roundabout, Hersham (Walton-on-Thames 687). [C1063

AUTOSALES offer:—

1957 Dauphine saloon, finished red, 9,000 miles; £725.

1956 Dauphine, beige; £665.

1956 750 saloon, fitted automatic clutch, finished blue; £535.

1955 750 saloon, small mileage; £475.

AUTOSALES (LONDON), Ltd., Belsize Rd., N.W.6. Tel. Maida Vale 5555/2155. [C1151

TOM GARNER, Ltd., offer:—

1957 Renault Dauphine saloon, duo blue, htr., 5,000 mls. only; £775.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

JAMES SPENCER, Ltd., offer:—

1956 Renault Dauphine saloon, finished in beige, one owner, in spotless condition; £635.

1955 Renault 750, fitted with luggage rack and extras; £445.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263 and 4209. [4435

CONNAUGHT ENGINEERING offer

RENAULT Dauphine, 1957, Ferlec auto clutch, finished french blue with matching interior, very low mileage and in brand new condition throughout; £695.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1152

ALPINE BUSHEY GARAGES, Ltd.

RENAULT Dophin, choice of two from £650.

RENAULT 750 1952, grey; £395.

1955 Fregate, one owner; £595.—83-85, High Rd., Bushey Heath 3282. [C1119

WARWICK WRIGHT, Ltd., offer:—

1956 (November) Renault 750 saloon, green, green/grey dpholstery, radio and heater, 7,000 miles; £550.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

CHIPSTEAD MOTORS, Ltd., offer:—

DAUPHINE 1957 (June), automatic clutch, one owner, 5,000 miles only, red, £675; also 1958 model in blue.—142, Holland Park Ave., W.11. Park 5445-6. [C1046

JACK BOND (VINTAGE AUTOS) offer:—

1956 Renault 750 de luxe saloon; this very special motor car has been completely modified, over £500 spent, spares and extras too numerous to mention, considered the prettiest and fastest in England, mileage 3,000.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

RODNEY HOWARD & Co., Ltd., offer:—

1956 (Sept.) Renault Dauphine, white/green with beige interior; low mileage, specimen; £675.—16, Albemarle St., London, W.1. Hyde Park 7166. [C2136

1956 Dauphine automatic, superb; £665.—Below.

1955 (June) 750 saloon, sliding roof, radio, etc., excellent; £485.—Robbins, East Putney. Tel. 7881. [C3010

DAUPHINE, June 1957, blue, Ferlec clutch, underseal, 8,000 miles; £700 o.n.o.—Welch, 76, Eaton Sq. Slo. 6450. [4049

RENAULT

B. J. HUNTER, Ltd., Austin agents, offer:—

1957 Renault Dauphine saloon, Ferlac clutch, low mileage; £665.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

RICHARDS & CARR, Ltd., are always best value.

1957 Dauphine, sun roof, one owner, sky blue, normal clutch, superb bargain; £635.

1957 Dauphine, Ferlec clutch, other extras, red, recorded mileage 8,700, excellent; £665.

1955 Fregate Amiral saloon, one owner, 21,000 miles, thoroughly excellent throughout; £615.

1954 750 de luxe saloon, two owners, thoroughly good; £385.—35, Kinnerton St., S.W.1, Belgravia 3711. [C3045

1955 model, Renault Fregate, radio, whitewall tyres, complete maintenance history; £625.

WOKING MOTORS (Maybury Hill), Ltd., Woking, Surrey. Woking 4277. Open all day Saturday.

CHARLES FOLLETT, Ltd., official Renault retailers, offer:—

1956 (Dec.) Dauphine, Ferlec, 2-pedal, red, heater, one owner, mileage 6,000 only, 6 months' guarantee; £695.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1956 (June) Renault 750, Ferlac clutch, radio, 17,000 miles, taxed; £495.—The Black Horse Garage, Richmond 6441. [C1116

AZ MOTORS offer 1955 750 saloon, one owner, genuine 19,000 miles only; bargain offer £450!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

RENAULT 750cc 1955, bronze, one owner, excellent condition, bargain; £440.—Lewis Bros., Tudor Garage, Ystalyfera, Swansea. Tel. Glantawe 2168.

BARNEHURST GARAGE, Ltd., have a selection of guaranteed used Renaults, all models.—Barnehurst Garage, 1-9, Barnehurst Rd., Bexleyheath 725. [0134/R

1954 (August) Renault 750 saloon, 23,000 miles, one lady owner, any trial; £355, exchanges, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [C2082

1954 Renault Fregate, in grey, exceptionally nice car, 2 owners only and immaculately kept; £565, terms, exchanges.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083

1957 Renault Dauphine saloon with sunshine roof, 4,000 miles only, as new; £715.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

1958 (February) Renault Dauphine, blue, mileage 900, Servals exhaust system, screenwash, unmarked; £785.—Dr. Cox, Swaffham Bulbeck, Cambridge. [4295

1956 Renault Dauphine saloon, finished in sage green, 2-pedal control, one owner, guaranteed 7,000 miles only, quite exceptional, £650; another, normal gear box, 10,000 miles, £635.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

ROSE & YOUNG offer 1957 Renault Dauphine, Ferlec automatic clutch, 8,000 miles only, fitted H.M.V. radio, one owner, exceptional condition, blue; £665.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

£675—Renault Fregate 1955 de luxe, magnificent example, overdrive, pastel/grey, heater, spots, hosts extras, 22,000 only, large new comfort tyres; must be seen; many others, A.A. or R.A.C. exams welcomed, exchanges, h.p.—Benmotors, 1, Clarendon Rd., W.11. Park 5066-7. [C1017

Renault Cars Wanted

GOOD Renault required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Renault buyers; highest cash prices.—Hampstead High St., N.W.3. Ham 6041. [W4018/R

DAUPHINES, Fregates and 750s urgently wanted.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath 3282.—Renault distributors will purchase all models. [W1119

WELHAM'S RENAULT SALES, SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy post-war Renaults. [W4070/R

Renault Spares and Service

BARNEHURST GARAGE, Ltd., Renault sales and service, spares and repairs.—1-5, Barnehurst Rd., Bexleyheath. Tel. Bexleyheath 725. [0943/R

RILEY

CNK

1956 Riley Pathfinder, maroon, bench seat, H.M.V. radio, beautiful car; £895.

1954 Riley Pathfinder, grey, bench seat, radio, outstanding value; £695.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

BOON & PORTER, Ltd.

1.5 and 2.6 on show.

CASTELNAU, S.W.13 (nr. Hammersmith Bridge). Riv. 4444. [C1022

J. JAMES (LONDON), Ltd.

FOR new and second-hand Riley cars.

1956 (registered 1955 November) Pathfinder, maroon, beige interior, bucket seats, immaculate condition; £850.

RILEY CARS, 55 & 56, Pall Mall, S.W.1. Tra. 7311, or 832, Finchley Rd., N.W.11. Tel. Speedwell 6762. [4189

1952 2½-litre Riley; £475.—B. W. Wright, 406, Euston Rd., N.W.1. Euston 4277-8-9. [4364

RILEY

J. DAVY, Ltd., Riley agents

1955 Pathfinder, heater, whitewalls, etc., superb condition, comprehensive guarantee; £765.—215, Brompton Rd., S.W.3. Kni. 4215. [C1069

H. BEART & Co., Ltd., offer:—

1955 Riley Pathfinder saloon, beautifully maintained by one careful owner; £795.

1952 Riley 2½-litre saloon, grey, fitted radio, heater, washers, low mileage, B.M.C. Warranty; £795.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

MAYFAIR COUNTRY CARS offer:—

1955 (model) 1½, Motorola radio, heater, taxed December, excellent condition; £795.

1954 Riley 1½, fitted radio, heater; £750.

1953 1½-litre, superb condition; £650.—47, Montrose Place, S.W.1. Belgravia 5854. [C3008

HENLYS offer with 4 months' guarantee:—

1955 Riley Pathfinder saloon, one owner, dark green with grey interior; £795.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Gulliver 5721. [4384

CLARKE & SIMPSON, Ltd. (Riley sales and service), offer:—

1.5: inspect and drive this new Riley at our showrooms early delivery in rotation of orders.

2.6: inspect and drive this new Riley; also immediate or early delivery in rotation on specifications.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 0436. [C1048

1956 Riley Pathfinder, blue, mileage 24,000, car generally in excellent condition; £850.

KERRIDGE, Ltd., Alton 2224. [C3118

RILEY 1½-litre saloon, black, one owner, 1953; £585.—John C. Beadle, Ltd., Dartford 3060 (Tel.). [3945

1955 (October) Pathfinder, black, one owner; £775.—F. L. Cranmore, Ltd., Tel 2040 Potters Bar. [C1062

1951 saloon, 2½-litre, 34,000 miles, undersealed, excellent condition; £485.—40, Charlton Ave., Long Eaton, Nottingham. [4450

RILEY Pathfinder, maroon, usual extras, very low mileage, magnificent, 1956 (Aug.); £899.—291, Oxford Rd., Reading, 50432. [3507

1958 Riley 1.5, radio, heater, fog lights, in brand new condition; £895.—Tel. Cardiff 52498 after 7 p.m. [4317

1955 Riley Pathfinder, radio, many extras, superb condition, £795.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [3733

£719—Riley Pathfinder 1955 maroon and grey open to any inspection, hire purchase and part exchange arranged.—Valentine 4674. [T9052

1953 series Riley RMF, 2½-litre, silver sand, green interior, most exceptional condition, mechanically excellent, Michelin X tyres, two owners; £625.

1952 Riley, 2½-litre, maroon, very nice condition throughout, Michelin X, two owners; £575.—Eaton Motors, St. Neots 8497. [C2114

RILEY 1½-litre, black, radio, heater, one owner, superb, 1955; £789.—291, Oxford Rd., Reading 50432. [3506

BEARTS OF KINGSTON, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [0079/R

1953 Riley 1½-litre RME series, radio, heater, very good condition; £625.—Ivor Beal, Western 2789. [C1114

1955 (Feb.) Pathfinder exceptionally well maintained, one owner; £795.—Jarvis A. guarantee. Liberty 8221. Wimbledon 2526. [C2086

£195—1956 Riley Kestral, 12/4 sports saloon, excellent condition.—Cornwall Garage, Stratford Rd., W.8. Western 2616. [C1162

1954 Riley Pathfinder, 20,000 miles only, fitted sunshine roof, radio, many extras, an unusually lovely model; £745.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. Open all day Saturday. [C4057

1955 Riley 1½-litre saloon, immaculate condition, one owner, heater, screenwashers, wing mirrors; £825.—Wheelers (Newbury), Ltd., Newbury 1020. [C4123

RILEY Kestrel Sprite, 1937, original condition, engine just reconditioned, £245; Riley Linx tourer, Sprite engine, £185.—Crossroads Garage, Ottershaw. Tel. Ottershaw 365. [4013

1955 Riley Pathfinder, B.r.g., light brown interior, an absolute specimen low mileage car, many extras; £765.—Noel Roscoe, Ltd., High Rd., Byfleet. Tel. 270/4199. [C3131

RILEY 1½-litre 1938 sports saloon, synchromesh box with overdrive, exceptional condition, reconditioned engine and new tyres; £175.—Tel. Birmingham South 3018. [4414

1954 (July) Riley Pathfinder saloon, heater, bucket-type seat, one owner, excellent condition, twilight grey/red upholstery.—West End Garage, Bruton, Somerset. 2128. [4286

SEPTEMBER, 1954, Riley Pathfinder, radio, heater, bench-type seat, in exceptionally good condition throughout; £765.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

PRE-WAR Rileys, Gordon Glynn have a wide selection of all models from £100-£300.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 8326. [C2075

1947 (Aug.) Riley 2½-litre saloon, grey/red leather, one owner, in 1954 condition throughout; £335.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel 2146-7. [0446/R

£1225—Riley 2.6 (1958 series), overdrive, green, absolutely as new, taxed, meticulously maintained, 9,000 miles only; cost over £1,500; exchanges.—Imperial Motors, Exmouth 3045. [C2134

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

H. A. SAUNDERS, Golders Green, for your new or used Riley.—Speedwell 0011. [C4004

1955 1½-litre RME series Riley saloon, in specimen condition throughout, silver-grey bodywork and red hide upholstery, completely unblemished, moderate mileage and in beautiful mechanical order; £795.

HILLWOOD MOTORS, 559-571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232. Showrooms open until 8 p.m. [C2108

325 gns.—Riley September 1946 1½-litre saloon, black, brown leather, Ace Rimbellishers, excellent condition, written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£795 !!!—Pathfinder saloon 1955 in racing green and in truly exceptional condition throughout, this car which has done a moderate mileage the careful way is one of the most outstanding Pathfinders we have ever handled, the bodywork and interior are unblemished and the performance and general mechanical condition of the car must be experienced to be properly appreciated.

£395 !!!—Riley 2½-litre 16hp sports roadster, first registered 1953, finished in ivory with red hide and red vynide hood to match, sparkling appearance, many extras, top speeds in the neighbourhood of 100mph; 400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges. [C1055

Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Riley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ALMOST new Riley required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

URGENTLY required, 1946-55 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275.

Riley Spares and Service

READING.—Hewen's Garage, Ltd., for Riley spares and service.—Tel. 54436. [0209

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7321. [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in this country; special equipment for mechanical and coach repairs.—832, Finchley Rd., Golders Green, N.W.11. Speedwell 6762. [0092/R

ASK Coventry Motor Mart, Ltd., and be sure you get genuine Riley spares or specialist repairs.—Write Whitley Depot, London Rd., or Tel. Coventry 2146-7. [0443

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R

ROLLS-ROYCE

LEC

A 20/25hp 4-door owner-driver saloon by Freestone & Webb, Ltd., a handsome car with smart black cellulose, brown hide interior, and in excellent mechanical condition; £465, terms, exchanges.—Lorraine Engineering Co., Ltd., 29 and 30, Elvaston Mews, Queens Gate, S.W.7. Knightsbridge 8464/6974. [C1086

H. C. PAUL, Ltd.

1949 Rolls-Royce Wraith Park Ward saloon, black, 28,000 miles only, one owner; £1,850.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821-2. [C3040

PB, Ltd., offer:—

1952 Silver Wraith special 6-light owner-driven saloon, by Park Ward, black with beige leather, big bore engine, reasonable mileage, in almost new condition.

1934 Park Ward special brougham de ville; a unique specimen.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

H. R. OWEN, Ltd.

1957 Silver Cloud saloon, power assisted steering, green and grey with grey hide, 9,800 miles; £4,950.

1956 Silver Cloud saloon by Hooper, black with green hide, 13,500 miles; £4,500.

1949 Silver Wraith touring limousine by Hooper, black with side and cloth upholstery; £1,950.

OFFICIALLY appointed retailers.—17, Berkeley St., W.1. Tel. Mayfair 9060. [C4133

KNIGHTSBRIDGE offers:—

1937 (Aug.) Rolls-Royce Phantom III, fitted with H. J. Mulliner owner/driver sports saloon coachwork, finished black with tan hide, this beautiful car has done a total mileage of only 29,000 in the hands of one experienced owner, full maker's history, solid tappets, unique condition; £1,085.

1937 (June) Rolls-Royce Phantom III, fitted with semi-razor edged coachwork by Hooper, finished in velvet green, with fawn interior, 78,000 miles, a very pretty small sports saloon; £885.

1, Roberts Mews, Lowndes Place, S.W.1. Sloane 4086. [C2036

AUTOMOTIVE & MARINE offer:—

1939 Wraith owner driven semi-razor-edged sports saloon, most modern styling, recent major overhaul, all bills available, considered one of the best Wraiths in England, £995; choice of 5 20/25 Rolls from £395; part exchanges and hire purchases a pleasure.

CROWN GARAGES, Albany St., N.W.1. Euston 1032. [C1144/1

1937 Rolls-Royce 25/30 Freestone & Webb 7-seater, wide occasionals; £545.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq., Mayfair 7444. (Open until 7 p.m.) [C1062/R

MASCOT MOTORS, Ltd., offer:—

1936 25/30hp Thrupp & Maberly o/d saloon, black, beige leather, sliding roof.

1935 20/25hp Gurney Nutting 2-door foursome drop head coupe, in black and beige.

237, Kensal Rd., W.10. Ladbroke 1231-2. [C3007

AUTOMOTIVE & MARINE offer:—

WHAT must be one of the best conditioned and magnificent Rolls-Royce Phantom III DL series in existence, most lavishly equipped, fitted with a most beautiful streamlined coachwork by Hooper, recorded mileage 62,000, excellent history, literally brand new in every respect and one of the finest Rolls we have had of any type.

CROWN GARAGES, Albany St., N.W.1. Euston 1032. [C1144

CHIPSTEAD MOTORS, Ltd., offer:—

COUPE Silver Wraith, April 1950, fitted with most beautiful fixed head foursome coupe body, finished in dual grey, every conceivable extra, mint condition throughout, low mileage, first-class history; details on request.—142, Holland Park Ave., W.11. Park 5445-6. [C1046

JACK BOND (VINTAGE AUTOS) offer:—

1936 Gurney Nutting sedanca coupe, colour black and sable, magnificent condition.

PIII sedanca, coachwork by Barker, late 1937, truly immaculate condition.

ROLLS, 1929, 20 saloon; £185.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

SMITH'S GARAGE (MERSTHAM), offer:—

1949-50 R.-R. Silver Wraith, Hooper owner-driver sports saloon, claret, with beige pigskin trim, a very pretty little Rolls in new condition for only £1,850.

1937 Rolls-Royce PIII owner-driver sports saloon by Windover, good mechanically, economical, tremendous performance, delivery in two weeks' time; only £550.

WE will purchase any Rolls or Bentley; immediate b.p., part exchanges welcomed; open week-days until 7, Sundays until 1.—Station Approach, Merstham, Surrey. Tel. Merstham 2100. [4440

A & S Ltd. Selection of seven passenger 30hp Rolls-Royce cars. See under Limousines.

ALPE & SAUNDERS, Ltd. (Limousines Purchased). Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

CHARLES FOLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers offer:—

1957 (Nov.) Rolls-Royce Silver Cloud, power steering, very attractive colour scheme, velvet and smoke green, genuine mileage 5,000 miles only.

SHOWROOMS: 18, Berkeley St., London, W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1955 Rolls-Royce Silver Cloud, Tudor grey, 2-tone, automatic gear box, under makers' guarantee; £3,950; h.p. arranged.

J. RICHARDS, Bracadale, Shirley Church Rd., Addington, Surrey. Spr. 6575. [4090

CASS'S MOTOR MART offer the following outstanding guaranteed Rolls-Royce cars serviced and renovated; with maker's history:—

SILVER Wraith Hooper touring saloon, full flow engine, radio and heater; £1,700.

25/30 Windover touring saloon with boot, radio and heater; £750.

25/30 H. J. Mulliner saloon with boot, 7 seats, heater; £725.

EXCHANGES, extended payments.—5, Warren St., W.1. Euston 4110 & 2523. [C1040

1954 (Oct.) Silver Dawn, automatic, 40,000 miles, immaculate condition throughout; £2,950.—Below.

1956 (Oct.) Silver Cloud, 13,000 miles, guaranteed chauffeur maintained.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1935 20/25hp Gurney Nutting Sedanca de Ville, black, £350.—Western Motor Works, Footscray 1122. [C4127

1934 Rolls-Royce PII, Gurney Nutting 4-light saloon, with drop division, boot, any inspection; £395.

JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

1933 20/25 saloon, one owner, 151,000 miles, full history available; £350.—Elliotts of Bideford, Tel. 744, Devon. [4230

1939 Wraith limousine, in very nice condition, low mileage, history, leather throughout; £975.—Box 5037. [4055

£325 o.n.o.—1935 20/25 Thrupp & Maberly sports saloon; £700; Rolls history available.—Besley, 8, Temple Rd., Stowmarket, Suffolk. [4285

1931 25hp Rolls-Royce shooting brake, revarnished, etc., engine reconditioned by Rolls 30,000 miles ago; £200.—Box, Boscastle, Cornwall. [4318

1935 20/25, exceedingly smart, Park Ward limousine, face-forward seats, drop division, leather throughout, spotless. Also:—

1938 owner-driver, razor-edge saloon, no division, lovely condition.—Claude Burgoyne & Co., St. Peter's Rd., Hammersmith. Riverside 7644. [C1156

SILVER Wraith 1949 Hooper razor-edged saloon, black with grey leather trim, many extras, 63,000 miles; £1,825.—John C. Beadle, Ltd., Dartford 5060 (Tel.). [3944

ROLLS-ROYCE

HEARSES.—We are building deck and bearers on the 30hp chassis, brochures available, inspection invited.

ALPE & SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161. [C1102

1936 Rolls 20/25 Barker saloon, in black with disappearing division, loose covers, radio, grey interior, in superb condition, taxed December; £425.

AUTOMO, Ltd., 229, West End Lane, N.W.6. Hampstead 3450. [C1150

EDWARDS & Co. (COACHBUILDERS), Ltd., Bournemouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [4264

25/30 Rolls-Royce touring limousine, magnificent condition, 17,000 miles only since new; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Hyde 9184. [C1050

1939 Rolls-Royce Wraith, body completed and first registered Sept. 3rd, 1945, James Young owner driver saloon with electric division, black, one owner, 60,000 miles, any trial; £1,095.—Blue Star Garages, Arnold 7740. [4211

SOUTHERN MOTOR COMPANY specialise in sale, repair and maintenance of Rolls-Royce owner-driver cars, particularly replicas with modern coachwork, and usually have a few Replica models available.—Lowfield Heath, nr. Crawley. Crawley 437. [0354

1955 Rolls-Royce Silver Dawn standard saloon, finished in midnight blue with red upholstery, automatic gear box, 40,000 miles, immaculate condition throughout.—Reliance Garage Norwich, Ltd., Heigham St., Norwich. Tel. 28911. [4358

1949 Rolls-Royce Silver Wraith Park Ward saloon, black and silver, a fine specimen with a good record, mileage 49,000—need we say more?; £1,695. Exchanges welcome; terms available.—Froets Cars, 398, Brighton Rd., Shoreham-by-Sea. Tel. 3584. [4425

ROLLS-ROYCE Phantom sports saloon, in original immaculate sepia and black, cord upholstery, lambswool carpets, silver accoutrements, complete history, excellent condition; £300.—A. H. Turner, Ltd., Markham Moor, Retford, Notts. Tel. Tuxford 215. [4365

1936 Rolls-Royce owner-driver saloon by Freestone & Webb, this car is in unbelievably good condition, paintwork and interior are original and like new, mechanically faultless, a perfect specimen for the most critical purchaser; £450.—Eaton Motors, St. Neots 8497. [C2114

1938 Rolls-Royce 25/30 sports saloon by Thrupp & Maberly, black with blue leather, heater, electric rear blind and many other extras, Rolls-Royce history available, a very attractive car in specimen condition; £750.—J. C. Enstone 509, Howard House, Dolphin Sq., S.W.1. Tate Gallery 1975. [3909

1932 Rolls-Royce, rebuilt 1946 by Jas. Young, very modern lines, swept back sports saloon, 20/25, beige Bedford interior, glorious grey metallic finish, specimen you mustn't miss, previous owner will vouch condition, a pedigree car, a thoroughbred in every line.—Thomas Motors, 117, London Rd., Kingston-on-Thames, Surrey. Tel. Kingston 8415. [4081

£479 !!!—1936 Rolls-Royce 25 with Park Ward bodywork, modern 6 passenger limousine, this vehicle is superb, not the usual overstated superlative description because this vehicle doesn't even look 6 years old, open the doors, it's like new inside, drive it, it would pass for post-war model! Make no mistake, this is "one out of the bag"; if you want a beauty, this is it!

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

A RARE bird!!! 19,000 miles guaranteed only, 1939, 25/30hp Rolls-Royce 7-passenger limousine, mint condition; £895; exchanges.—Short & Glass, Ltd., Warren St., Euston 3322. [T9056

Rolls-Royce Cars Wanted

SILVER Dawn or similar wanted, as new.—Tudor Cottage, Fife Rd., S.W.14. Pro. 7425. [W1113

CASS'S MOTOR MART require good Rolls-Royce.—5, Warren St., W.1. Eus. 4110-3523. [W1040

ALPE & SAUNDERS LTD. require Rolls-Royce Limousines. Good prices for cars in above average condition.

A & S LTD., Providence Court, North Audley Street. (Near Selfridges), Mayfair 2941. [W1006

ROWLAND SMITH'S, the Rolls-Royce buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Rolls-Royce.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

MASCOT MOTORS, Ltd., offer best prices for Rolls-Royce cars.—237, Kensal Rd., London, W.10. Ladbroke 1231-2. [W3007

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines) [W3023

Rolls-Royce Spares and Service

A

SERVICE unequalled

OFFICIAL repairers Rolls-Royce cars.

SERVICING, overhauls, accident work.

COACHWORK, recellulosing, trimming, etc.

SPARES service.—Fla 2223 (7 lines)

JACK BARCLAY (SERVICE) Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE.—Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8 [0614 R

ALL spares, new and second-hand for all pre-war Rolls-Royce cars, all repairs and service.—Compton, 69, Westow St., Crystal Palace, S.E.19. Lby. 2362. [0064/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 10, 12, 14, 16, 20

1939 Rover 12, good appearance; £200.—106, Garry Way, Romford, Essex. [4279

£145—1938 Rover 14 sports saloon, excellent runner and appearance.—Staines 3250. [4292

1947 Rover 16 saloon, original throughout; £365; terms, exchanges.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125

1947 Rover 16, excellent original condition; £315.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

1947 Rover 16 saloon, black, leather, s/roof, free wheel, radio, excellent condition throughout; £365.—Owner, 2a, St. Charles Sq., W.10. [4313

1946 Rover 14, immaculate condition, 46,000 from new; £345, h.p. terms arranged.—E. Casey, Ltd., Willesden 4548. [C1154

ROVER 60

JACK SMITH offers:—

1956 Rover 60, smoke blue, 14,000 miles only, indistinguishable new; £1,025.—23, Bruton Place, Berkeley Sq., W.1. Mayfair 0661. [C4082

R. HARDY & SON offer:—

1957 Rover 60, black/tan upholstery, radio, heater, one owner, 16,000 miles, excellent condition; £1,045.—52-55, Marylebone High St., W.1. Hunter 0942. [4207

TOM GARNER, Ltd., offer:—

1956 Rover 60 saloon, black, htr., radio, 18,000 mls.; £1,065.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

HENLYS offer with 4 months' guarantee:—

1956 Rover 60 saloon, dove grey with blue interior; £1,035.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Please ask for Mr. Edwards. Finchley 0081/9782.

1957 model in black with grey leather, very low mileage, as new; £1,125.

KJ MOTORS, Ltd., Bromley, Kent. Ravensbourne 3456. [4267

1956 model Rover 60, black with green; £925.—Robbins, East Putney. Tel. 7381. [C3010

1958 model (October 1957) Rover 60 saloon, black/red, as new, 5,000 miles; £1,195.—Dobsons, Ltd., Rover Agents, Staines 801. [C1074

1954 Rover 60 saloon, one owner, unquestionable condition; exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4087

ROVER 60 1954, dual grey, immaculate condition, one owner, Rover maintained, taxed; £770.—Beaconsfield 448. [4345

1958 60, very low mileage, also 1955 and 1954 models in stock; exchanges, terms.—Tel. Midland 2437. Hatton Motors, Ltd., Rover dealers, 71, Broad St., Birmingham. [C2097

1954 Rover 60 saloon, blue, exceptionally well maintained car, taxed; £725. Exchanges and hire purchase terms welcomed.—Saunders Abbott, Ltd., 1, Wickham Rd., Beckenham, Kent. Beckenham 7276. [4410

Rover 60 Wanted

BAKERS OF READING, Rover distributors, require good second-hand Rover 60s.—Tel. Reading 3976. [0151/R

ALMOST new Rover required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

ROVER 75

COX'S OF LEICESTER, offer:—

1956 Rover 75, 25,000 miles only, one careful owner, finished in black with maroon hide; £1,025.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester 27319-20023.

WARWICK WRIGHT, Ltd., offer:—

1957 Rover 75 saloon, 2-tone grey, grey upholstery, radio and heater, 5,000 miles; £1,350.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

SILVERTHORNE MOTORS, Ltd., offer:—

1957 Rover 75, black, tan leather, small mileage, one owner, as brand new; £1,175.—11, Fitzroy Sq., W.1. Euston 7811. [C4011

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1952 Rover 75 saloon, dark green, grey leather, heater, H.M.V. radio, beautifully maintained; £650.—226, High Rd., London, N.15. Tot. 0414. [4447

1955 Rover 75 saloon, one owner, black with red interior; £975.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039

£400—Rover 75 1949, history available.—92, Pirbright Rd., Southfields, S.W.18. Putney 5530. [4215

OCT. 1950 Rover 75 saloon, black, green interior, heater, one owner; £545 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1948 Rover 75 saloon, radio, heater, taxed; £395; terms, exchanges.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125

£575—Rover 75, 1951, radio, heater, new tyres.—Sandeman, 41, Sciennes Rd., Edinburgh. Tel. 45666. [4014

1953 (July) Rover 75, black/grey, radio, one owner; £635.—Dobsons, Ltd., Rover Agents, Staines 801. [C1074

1954 Rover 75, outstanding condition, low mileage; £775.—Tom Allery Automobiles, 68, Hill Rd., Wimbledon 3848. [C1131

1957 Rover 75 saloon, radio, one owner, £1,195; also 1954 75, £765.—Basil Roy, Ltd., 161, Great Portland St., W.1. Langham 7733. [3734

1950 Rover 75, black, red hide, 37,000 miles, radio and heater; £525.—Stans Motors, Broad Marsh, Nottingham. Tel. 46254. [4287

1957 Rover 75 saloon, black/red, overdrive, guaranteed mileage 9,000, one owner, as new; £1,225.—Salmons Garages, Ltd., Temple Bar 3338. [C4029

ROVER 75

1952 Rover 75, with central gear change, black, with heater fitted, excellent condition throughout; £630.—Ashby Service Station, Market St., Loughborough. Tel. 2831. [2945

AZ MOTORS offer 1951-2 75 saloon, one owner since new, radio, heater, open to any examination; choice of 2; £595!—Palmerston Rd., N.W.6. Mal. 4723.

1952 (April) Rover 75 saloon de luxe, black/beige leather, heater, etc., all good tyres, taxed year, in excellent condition throughout and guaranteed, moderate mileage; £575.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70. Evenings and weekends, Littlewick Green 3076. [C1107

£715!!!—Rover 75, 1953, radio, heater, green/green leather, this is another carefully selected unblemished Rover in quite original condition and can be described as being almost as good as new.—Jennings, Richmond 3368. [C3103

£545!!!—1950 Rover 75, one owner saloon, an absolutely first class car, finished in ivory with green leather and loose covers, beautifully maintained, impossible to better and difficult to equal.—Jennings, Richmond 3368. [C3103

1953 Rover 75 saloon, finished in unmarked blue with blue leather interior to match, fitted loose covers, heater twin chrome pass lamps, taxed; this car is at present being used by the manager and can be personally recommended. 32,000 miles and in superb condition throughout, taxed; £650; terms.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000

325gns.—Rover 75 1948 Export P3 de luxe saloon, black, sliding head, brown leather, l.h.d., I.F.S., radio, heater, screen washers, radiator blind, carefully used, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Rover 75 Wanted

BAKERS OF READING, Rover distributors, require good second-hand Rover 75s.—Tel. Reading 3976. [0155/R

ALMOST new Rover required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

ROVER 90

WARWICK WRIGHT, Ltd., offer:—

1957 Rover 90 overdrive saloon, grey, red upholstery, heater, 2,000 miles; £1,395.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

HENLYS offer with 4 months' guarantee:—

1955 Rover 90 saloon, one owner, radio, duo grey with red interior; £975.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Gulliver 5721. [4381

1955 Rover 90, duo grey, s/washers, spot lamp.

LEX. The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [4394

1956 Rover, ivory, overdrive, one owner; £1,225.

1955 Rover 90, 1957 features, black and red; £1,065.—Odeon Motors, Ltd., Bar. 1144. [C3028

1954 Rover 90, in very good condition throughout; £775.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1954 Rover 90, radio, excellent cond. throughout; £725.

1955 Rover 90, sun-roof, radio, one owner, exceptional cond. throughout.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Levenshulme, Manchester, 19. Rusholme 2874. [C2111

ROVER 90 (April, 1954), black, fitted air conditioning; £795.—Hove 33077. [C4130

1957 dual grey/red leather, low mileage, as new; £1,355.

KJ MOTORS, Ltd., Bromley, Kent. Ravensbourne 3456. [4268

1956 Rover 90 saloon, black, one owner; £1,195.—Offord, 67, George St., W.1. Welbeck 6899. [C3115

1957 Rover 90, 8,000 miles, green with green interior, one owner, as new; £1,275.—Eaton Motors, St. Neots 8497. [C2114

1956 Rover 90 saloon, 17,000 miles only; £1,165.—British & Colonial Motors, Ltd., 77, St. Martin's Lane, W.C.2. Temple Bar 3588. [C1021

1955 Rover 90, black/red upholstery, 22,000 miles, perfect condition, maintained by Rover; taxed year; £950.—Tel. Waterloo 4966. [4085

KDM & CHERRINGTON offer: 1954 Rover 90, black, grey leather, 16,000 miles.—9, Albemarle St., W.1. Grosvenor 5551. [C2054

1956 (Dec. 1955) Rover 90 saloon, black with red upholstery, one meticulous owner from new, in exceptional condition throughout; £1,095.

COVENTRY & JEFFS, Ltd. Tel. Bristol 37076. [4262

1957 Rover 90 saloon, black, tan leather, 5,000 miles only; £1,295.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [C1076

1954 Rover 90, radio and heater, 22,000 miles, spare unused, one owner, immaculate; £895.—A. Orell (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 8185. [C3096

1955 Rover 90, black with red leather, radio, heater, screenwashers, etc., maintained by Rover Cars, Ltd., for one fastidious owner from new, unquestionably a specimen of this marque; £975.

1954 Rover 90, suede green, matching upholstery, radio, heater, many other extras, the original superb condition of this car must be seen in order to appreciate its value for money at only £865.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097

1958 Rover 90 saloon, registered but unused, works' mileage only, smoke blue with grey upholstery, fitted with overdrive and bucket seats; £75 under makers' list price.

COVENTRY & JEFFS, Ltd. Tel. Bristol 37076. [4261

ROVER 90

1955 Rover 90 saloon, one owner, radio, unquestionable condition; exchanges, etc.—Wessex Motors, Ltd., Andover, Hants. Tel. Andover 2326. [C4087

1956 Rover 90 saloon, smoke grey with red upholstery, mileage 18,000, excellent condition throughout; £1,095.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 3154. [C2099

1956 Rover 90, overdrive, H.M.V. radio, immaculate condition, one owner; £1,150.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1956 model Rover 90, black, red leather, moderate mileage, one owner, immaculate, 6 months' warrantee; £1,025.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Euston 7811. [C4011

1954 (series) 20/11/53 Rover 90 saloon de luxe, black/beige leather, H.M.V. radio, heater, screenwashers, taxed year, late property of titled gentleman, in excellent condition throughout, written guarantee; £795.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1954 (March) Rover 90, black, green interior, radio, heater, Ace Rimbellishers, screen wash, Bedford cord loose covers in matching green, piped red, just decarbonized and set of replacement brake shoes, practically new tyres, low mileage, a truly specimen car without blemish, only wants seeing, private owner; £865 o.n.o.—52, Byron Avenue, South Woodford. Wanstead 2990. [4177

XXX 1957 model Rover 90 saloon; this superb and beautifully maintained one-owner car is finished in blue with blue leather, and fitted with overdrive, heater, separately adjustable front seats and the usual very full equipment; speedo reading 6,957 miles; it is quite unmarked and probably the most attractive specimen offered; written guarantee; £1,325; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

Rover 90 Wanted

BAKERS OF READING, Rover distributors, require good second-hand Rover 90s.—Tel. Reading 3976. [0157/R

ALMOST new Rover required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

ROVER 105

BOON & PORTER, Ltd.

1957 105S, grey with blue upholstery, radio and numerous extras, 9,000 miles; £1,450.

1957 105R de luxe, black/brown upholstery, 2,400 miles, as new; £1,425.

CASTELNAU, S.W.13 (Nr Hammersmith Bridge), Rib. 4444. [C1022

KNIGHTSBRIDGE offer:—

1958 model 105S, finished suede green with tan interior, one owner, 5,500 miles only, in beautiful condition; £1,515.

I. Roberts Mews, Lowndes Place, S.W.1. Sloane 4086. [C2056

H. BEART & Co., Ltd., offer:—

1957 Rover 105R de luxe saloon, black, red leather, radio, heater, one owner; £1,475.—102, Kingston Rd. and High St., Kingston-on-Thames. Kingston 5348. [C1081

CONNAUGHT ENGINEERING offer:—

ROVER 105S, absolutely as new in black with red hide interior, fitted overdrive, bucket seats, heater, etc., guaranteed only 5,000 miles, perfect example of this beautiful car; £1,525.

ROVER 105R de luxe, fully automatic, finished dark grey with maroon hide interior, 7,500 miles only and in brand new condition, last checked by Rovers before being offered for sale, registered in 1957 and quite up to our usual very high standard; £1,495.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. 3122. [C1132

SILVERTHORNE MOTORS, Ltd., offer:—

1958 105S de luxe, overdrive, 2,000 miles only, parchment, red leather, as brand new; £1,485.—11, Fitzroy Sq., W.1. Euston 7811. [C4011

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 461-2-3, offer:—

1957 (Nov.) Rover 105 S saloon, one owner, 4,000 miles only, black with tan leather, H.M.V. radio, bucket seats, overdrive and all extras, taxed year, cost £1,700; our price £1,550. [C1001

1957 105R de luxe saloon, black/red upholstery, one owner, as new; £1,495.

KJ MOTORS, Ltd., Bromley, Kent. Ravensbourne 3456. [4270

1957 (July) 105R de luxe, 1,000 miles only; £1,495.—Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1957 (June) Rover 105R, 6,000 miles only, dark grey with red upholstery, fitted H.M.V. radio, immaculate throughout; £1,450.—Putterill Brothers, Ltd., Harpenden 106. [4163

1957 (June) 105R de luxe, radio, 2-tone colour, indistinguishable from new; £1,425.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

Rover 105 Wanted

ALMOST new Rover required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

Rover 60, 75, 90 and 105 Wanted

ROWLAND SMITH'S, the Rover buyers, highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with a 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-5. [0195/R

SMITHS GARAGE (MERSTHAM), offer:—

1955 Land-Rover, 20,000 miles, one owner, brand new condition throughout; £395.

1953 Land-Rover, one owner, low mileage, excellent condition throughout; £275.—Station Approach, Merstham, Surrey. Tel. Merstham 2100. [4438

1955 Land-Rover with canvas tilt, go anywhere, do anything; £595.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LAND-ROVER

1952 Land-Rover, fully equipped, with heater; £275; terms, exchanges.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125

1957 short wheelbase petrol Land-Rover, one careful owner, perfect condition, nominal mileage; £515.—Epps Bros., Farnborough, Kent. 55551. [C2122

HARVEY HUDSON, Ltd.—The nation-wide Land-Rover specialists offer a selection of used long and short wheelbase Land-Rovers with six months' guarantee; also all new petrol and diesel Land-Rovers for immediate delivery; h.p. and part exchange facilities.—South Woodford, London, E.18. Wanstead 6644. [C2039

Land-Rover Cars Wanted

ROWLAND SMITH'S, the Land-Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

LONG-WHEELBASE Land-Rovers.—Harvey Hudson, Ltd., urgently require low mileage, 1955, 1956, 1957 models.—South Woodford London, E.18. Wanstead 6644. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S largest Rover distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 6464.)

MANCHESTER (Blackfriars 7843).

CAMBERLEY (Camberley 2677/8/9).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081). [0029/R

CAMDEN MOTORS, specialists in high-class used Rovers, 30 models in stock; see selection below:—

ROVER 75 P4 saloon 1955, an immaculate black car with heater and radio, very moderate mileage and completely indistinguishable from brand new; £965.

ROVER 75 P4 saloon 1954, in pastel blue with blue hide, reasonably moderate mileage, very well maintained car, 2 previous owners; £795.

ROVER 75 P4 saloon 1953, sparkling condition, black with red hide, tip-top mechanically; £695.

ROVER 75 P4 saloon 1952, suede green with interior to match, one owner, Rover overhaul in July last year; £635.

ROVER 75 P4 saloon 1951, one titled owner, expertly maintained and serviced since new by Rover agents, moderate mileage; £595.

ROVER 75 P3 saloon 1949, black, very superior example, very clean bodywork, excellent leather interior and fitted heater, washers, 2 spotlights, a really nice car; £595.

ROVER 90 saloon 1956, fitted overdrive, heater and radio, suede green with green hide interior, completely unblemished, small mileage car; £1,175.

ROVER 105/R saloon 1957 de luxe, fully automatic with overdrive and all other extras, radio, heater, loose covers, etc.; 10,000 miles and indistinguishable from brand new; £1 495.

ROVER 60 saloon 1954, immaculately finished in black and ivory, only one owner since new, superb condition throughout; £845.

ROVER 16 sports saloon 1948 4-light 4-door model, thoroughly sound mechanically, fitted excellent tyres, heater, etc.; £375.

ROVER 16 sports saloon 1947, black, blue hide interior, similar 4-light model to above, very sound car, usual Rover performance; £325.

ROVER 12 very scarce 1947 model, 4-door saloon with sun roof, coachwork and interior quite immaculate, one of the best we have seen for a long time; £345.

ROVER 12 de luxe saloon 1938, a pre-war car with post-war lines and appearance, good tyres, new battery; £155; 400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. [C1035

BEARTS OF KINGSTON, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [0080/R

Rover Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Rover buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Rover.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Rover Spares and Service

KJ MOTORS, Ltd., S.E. England's leading Rover parts stockists.—Bromley, Ravensbourne 3456. [0968/R

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [0582/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stocks available.—Cheetham Hill Rd., Manchester 8. Tel. Blackfriars 2302. [0556/R

SIMCA

ANTHONY CROOK, Simca distributors, all new cars from stock and 11 used models from £450.—Distributors, High St., Esher. Tel. 4580. [C1063

MIKE HAWTHORN offers:—

1954 Simca Aronde, duo-grey, a splendid example; £485.—The Tourist Trophy Garage, Ltd., Farnham, Surrey. Tel. 5363/4875. [C4110

J. DAVY, Ltd., Simca and Fiat distributors.

1957 Simca Elysee, one owner, radio, exceptional condition, comprehensive guarantee; £735.—215, Brompton Rd., S.W.3. Kni. 4215. [C1069

1954 Simca, one owner, grey; £475.—Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. [C1080

SIMCA

RICHARDS & CARR, Ltd., are always best value.

1957 Chatelaine estate car, 7,900 miles, heater, Flash engine, virtually new; £765.

1955 Aronde, one owner, 25,000 miles, heater, exceptionally good; £525.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1956 Simca Elysee, fitted Flash engine, finished blue, heater, comprehensive guarantee; £635.

CURFEW GARAGE, Tel. 23, Moreton in Marsh, Glos. [4265

1957 Simca, one owner, 8,000 miles only, fully guaranteed; £745.

WOKING MOTORS (Maybury Hill), Ltd., Woking Surrey. Woking 4277; open all day Saturday. [C4057

MOST 1958 models on show, also a selection of guaranteed used Simcas; we shall be pleased to quote you before purchasing a new or used Simca.

HUXFORD & SON, Ltd., Simca dealers and enthusiasts. The Fairway Garage, West St., Portchester. Tel. Cosham 76770. [C2127

1955 Simca Aronde, excellent condition, mileage 22,000, finished in duo blue, maroon upholstery, heater; £550.—Whiteaway, Feltham Lodge, Feltham, Middx. Feltham 2047 evenings. [5696

£775, or one-third deposit, balance two years, July 1957 Simca Elysee saloon, mileage 9,000, colour blue, just as brand new.—Motor House, Stoulton, Nr. Worcester. Tel. Peopleton 275. [3622

Simca Cars Wanted

ANTHONY CROOK, largest cash buyers. Esher 4580. [W1063

1955 and later models urgently wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ROWLAND SMITH'S the Simca buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

SINGER

NOEL BELL, Ltd., offer:—

1957 (April) Singer Gazelle saloon, grey/Burgundy radio, turbo discs, 6,000 mls. only; £825.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153

TOM GARNER, Ltd., offer:—

1957 Singer Gazelle series I convertible, grey/red, 200 miles only; £945.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1957 Singer Gazelle saloon, blue and black, red upholstery, heater, 6,000 miles; £825; another in 2-tone grey similar mileage.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050.

1956 (November) Gazelle saloon, blue, with heater.

1957 Gazelle convertible, black and red, with heater.

LEX, 585, London Rd., North Cheam. Derwent 2266-7. [4403

BUNTINGS MOTOR EXCHANGE for new and used Singer cars.—Bonnersfield Lane, Harrow. Tel 6225/6. [0048/R

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen 774. [0743

1956 Singer Hunter de luxe, green, 13,000 miles only, as new; £645.—Dawnier Motors, Ltd., Ewell By-Pass, Ewell, Surrey. Ewell 2382. [C2128

1957 Singer Gazelle, fitted radio, heater etc., maroon, very attractive car in showroom condition; £795.—Swain & Jones, Ltd., Farnham 6201.

1957 Singer Gazelle coupe convertible, black and red, whitewall tyres, 3,000 miles recorded, indistinguishable from new, must be seen to be appreciated; £875.

1958 Gazelle saloon, overdrive, heater, bucket seats, taxed, as new; £950.

GORDON CARS, 26, North End Rd., Golders Green, N.W.11. Speedwell 4701. [4350

1957 series I Gazelle saloon, 2-tone blue, heater, bucket seats, centre gear change, 13,000 miles, cost with extras £960; accept £750.—Gatensbury Bros., Column Garage, Shrewsbury. [4326

1958 Gazelle, o/drive, htr., etc., unlicenced and used for few demonstrations only, list £1,000; £925; exchanges, terms.—Shalless Eng. Co., Whyteleafe Stn., Surrey. Uplands 6987. [C4116

1957 Singer Gazelle de luxe saloon, genuine mileage, 7,235, spare unused, the whole car completely unblemished with heater, washers, wing mirrors, unique opportunity to purchase an "as new" car very carefully run in at £795.

HILLWOOD MOTORS, 559/571, Watford Way, Mill Hill, London, N.W.7. Tel. Mill Hill 4232; showrooms open until 8 p.m. [C2108

WM.—1958 Singer Gazelle Phase II saloon, burgundy with grey flash, heater, radio, mileage only 500; £850.—Welbeck Motors, Ltd., 109, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

245 gns.—Singer 9 1948 2/4-seater roadster, very good condition; choice of 5; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1957 Singer Gazelle convertible, black and red, one careful owner, 3,000 miles only, Ace Turbo Rimbellishers, as new; £895.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016

1957 Gazelle convertible, pippin red, pearl grey, 5,000 miles only, demonstration car, immaculate, £880; 1958 Gazelle estate, seacrest green, cloud white, overdrive, extras, 2,000 miles, £995.—D. S. Moss & Sons, Ltd., Singer distributors, 5, Hempstead Rd., Watford 2671. [3953

Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

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B & H MOTORS, Bignell's Corner, South Mimms, Herts. South Mimms 2251. [S1020

BREAKING up 1955 Singer 8hp Bantam; all parts cheap.—135, High St. South, East Ham, E.6. Grangewood 2530. [S4032

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5, 7, 9, Redcross St., Liverpool, 1. Central 7851.

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GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Singer distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R

THE official Singer London parts distributors for all trade and retail orders; full vehicle service facilities also available.—Automenders, Ltd., Ferry Rd., London, S.W.13. Riverside 8291. [0754/R

SPORTS CARS

MERCURY offer:—

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SURREY SPORTS CARS.

£315.—1940 M.G. TD 2-seater, excellent, in ivory, with red interior, extras include wind tones, sealed beam units, heater, Vynide hood and side curtains.

£295.—1939 model F.N./B.M.W. type 34 foursome d/head, vertellie, two owners from new, in completely original condition.

£285.—1936 M.G. TA 2-seater, a specimen car, immaculately finished in crimson, fitted loose covers.

£265.—1936 Alta 1,100cc, twin ohc engine, 4 Amal carbs., recond. dynamo, starter and vertex magneto, fitted very pretty, pointed tail 2-seater body finished in light blue cellulose, fully road equipped.

£250.—Ashley Fibre Glass-bodied special, immaculate in red with professionally trimmed interior, C.F. radiator, etc., choice of power units.

£235.—Ford Special, fitted Toledo Fibre Glass body in red, recond. Ford unit, extras include radio, heater, w/washers, flashing indicators, twin spots and signpost lamp.

£225.—1957 M.G. TA 2-seaters, choice of 2, clean cars, green or black, good mech. condition.

£195.—1934 M.G. PA 2-seater, 4 new Dunlops, recond. unit at cost of £70.

£165.—1934 M.G. J2 2-seater, nicely finished in green cellulose, one of the few available swept wing models, recond. unit.

£125.—1933 M.G. J2 2-seaters, choice of 2.

MOTOR CYCLES, scooters and saloon cars gladly accepted in part exchange; hire purchase a pleasure.—Surrey Sports Cars, 60, The Cricket Green, Mitcham, Surrey. Mitcham 7857. [C4129

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£175.—Riley 1½-litre Lynx open sports 4-seater, black.

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£165.—M.G. 1½-litre VA sports saloon, pale blue, spotless.

£165.—Aston Martin 1½-litre International sports 4-seater, green.

£140.—M.G. 8 J-type open sports 4-seater, spotless red, new hood.

£135.—M.G. 8 J2 sports 2-seaters; choice 2.

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£125.—B.S.A. Scout open sports 2-seaters, choice 2, one red, one black.

£85.—Jaguar 2¼-litre sports saloon, 1938, goes like a bomb.

£50 or near offer.—Hillman special fitted 1066cc engine and easy clean wheels, sports 4-seater bodywork; to clear.

MANY others; easy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

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1956 Jaguar 2.4 saloon, 18,000 miles; £1,229.

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1954 Healey 100, disc brakes, 4 speed gear box, high axle ratio, full engine mods., extremely fast; £699.

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1954 M.G. TF, choice of 2 from £629.

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STAPLES Corner, Hendon, N.W.2. Gladstone 0164-8. [C4098

JACK BOND (Vintage Autos) offer:—

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£95.—Talbot 10 d.h., black, in good mechanical order.—Moore, Cha 6092. [4271

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1958 Healey 6, every extra, 700 miles, 6 ports, black/red; £1,425.

1958 Minor 1000, 4-door de luxe; £694. 1957 (June) M.G. A hard top, red; £925.

1957 TR3, overdrive, wire wheels, heater, sliding screens, white, one owner specimen; £845.

1957 Consul Mk. II, grey, one owner; £725. 1957 Standard 8, green, 8,000 miles; £525.

1957 TR3, discs, 5,000 miles, blue; £895. 1957 Porsche 1600 super, grey; £1,795.

1956 XK140 drop head, superb, 11,000 miles, specimen, grey/red, radio, heater; £1,245.

1956 XK140 drop head, overdrive, black; £995. 1956 M.G. A, pastel green specimen; £765.

1956 M.G. A, heater, rack, tele. steering, Michelin X, aero screens, screen washers, superb red; £765.

1956 M.G. A, red, many extras; £795. 1956 M.G. A, wire wheels, radio, heater, white; £785.

1956 M.G. A, spotless blue, extras; £795. 1956 M.G. A, blue, wire wheels, radio; £845.

1956 Zodiac Mk. II, ivory/green; £775. 1956 Anglia, fawn/red, heater; £495.

1956 TR2, red, superb example; £675. 1956 Morgan TR2, red specimen; £645.

1956 Healey BN2, ice blue; £845. 1956 (Nov.) TR3, hard top, red/black; £775.

1956 TR3, wire wheels, overdrive, heater, X tyres, white red specimen; £775.

1956 Pathfinder, blue, absolute specimen; £865. 1955 Zephyr power convt., beige; £595.

1955 (Oct.) XK140 hard top, grey, one owner, overdrive, Michelin X, specimen; £1,095.

1955 XK120 roadster, superb B.r.g.; £995. 1955 Zephyr convt., spotless beige; £645.

1955 (Nov.) Minor Traveller, black; £545. 1955 ZA Magnette, radio, green; £705.

1955 (Sept.) DB58, 6,500, B.r.g.; £2,345. 1955 Aston Martin DB2/4 drop head; £1,725.

1955 Healey BN1, red, beautiful example; £675. 1955 Popular, black/red, spotless; £515.

1955 TR2, black, one owner; £675. 1954 XK120, s/c hard top, ivory; £795.

1954 XK120 drop head, radio, grey; £795. 1954 Morgan plus 4 2-seater, red, superb; £545.

1954 TF, ivory/red specimen; £555. 1954 TF, black beige, Michelins; £595.

1954 TF, lovely ivory specimen; £595. 1954 TF, one owner, green; £595.

1954 TF, black/red, extras; £595. 1954 TF, wire wheels, spotless red; £595.

1954 (Oct.) Anglia, fawn, heater; £445. 1954 Singer 4AD roadster, red; £435.

1954 Ford Mainline, radio, blue; £695. 1954 TR2, pale green, radio, heater; £565.

1954 Consul convt., blue, radio; £545. 1954 Sapphire, one owner, specimen; £645.

1954 Lotus TF, ex-Bloxam, new engine; £525. 1953 TD, nice red example; £475.

1953 XK120 hard top, black specimen; £725. 1953 (Oct.) XK120 drop head, black; £695.

1953 Jaguar Mk. VII, black specimen; £595. 1953 T.D., 1958 engine, green; £495.

1953 TD, black/red; £525. 1953 TD, black, superb example; £525.

1953 TD, ivory/red hide; £475. 1952 XK120, nice green specimen; £595.

1952 Alvis 3-litre drop head, radio, heater, beautiful moonbeam grey/maroon showpiece; £725.

1952 XK120, silver/red hide; £595. 1952 Jensen, one owner, superb grey; £675.

1952 TD, lovely red showpiece; £495. 1952 TD, spotless green, heater; £495.

1952 TD, superb black example; £495. 1952 TD, red/beige, extras; £445.

1952 Chevrolet 2-door, l.h.d.; £495. 1952 Alvis 3-litre saloon, black; £525.

1951 XK120, dual exhaust, red; £515. 1951 XK120, lovely white specimen; £575.

1951 XK120, red, nice car; £545. 1951 (Sept.) TD, black, 1957 engine; £415.

1951 Singer 4AB roadster, superb green; £295. 1951 Healey-Abbott coupe, C chassis; £395.

1950 Bentley standard steel saloon, beautifully maintained showpiece, black/brown; £1,245.

1950 Alvis TA roadster, ivory; £595. 1950 Jaguar Mk. V saloon, black; £415.

1950 TD, 1956 engine, red; £455. 1950 TD, hard top, 1956 engine, green; £475.

1950 DB2, Spa winner, 1953 Vantage; £795. 1950 Citroen Light 15, dual; green; £295.

1950 Lincoln convertible, all electric; £695. 1950 Daimler Consort, one owner; £445.

1950 D Silverstone, bronze specimen; £435. 1949 TC, B.r.g., good example; £385.

1949 Triumph roadster, spotless grey; £415. 1949 TC, nice B.r.g. specimen; £395.

1949 (Sept.) TC, black specimen; £425. 1949 TC, lovely red example; £375.

1949 Allard drop head, maroon, radio; £265. 1949 Allard drop head, black, spotless; £245.

1949 Pilot, green, radio, heater; £245. 1949 Triumph Roadster, black/red; £395.

1949 Healey 2.4 tourer, B.r.g.; £295. 1949 Triumph Roadster, red; £395.

1948 M.G. Y saloon, superb black; £395. 1948 TC, ivory, nice example; £345.

1948 Riley Roadster, l.h.d., green; £295. 1948 Allard 2-seater, pale blue; £225.

1948 Allard tourer, lovely specimen; £245. 1948 Allard saloon, grey/red, radio; £195.

1947 TC, red, 16in rears; £375. 1947 TC, nice red example; £275.

1947 TC, ivory, nice example; £345. 1947 Triumph Roadster, 1957 engine; £375.

1947 M.G. 1½ saloon, nice example; £395. 1947 (Oct.) TC, black, superb; £345.

1946 Jaguar 5½-litre saloon, black; £195. 1946 (Sept.) TC, superb black; £345.

1939 TA, Tickford, black specimen; £265. 1939 TA Tickford, red beige; £275.

1939 2.6-litre drop head, grey specimen; £225. 1939 Lagonda V12 sedanca, exceptional; £345.

1939 Alvis speed 25 tourer; £195. 1938 SS100, 3½-litre, blue; £255.

1938 VA, tourer, above average; £195. 1938 TA, green, sound car; £265.

(Continued in next column)

SPORTS CARS

(Continued from previous column)

1938 Aston speed model, delightful showpiece; £395. 1938 Daimler 16, Salmons convt.; £195.

1938 Mercedes 20hp 2-seater, drop head; £345. 1937 TA, tidy green example; £245.

1937 Bentley 4¼ saloon, history; £425. 1937 Horch 3½-litre contg., B.r.g.; £195.

1936 Mercedes 500K convertible, superb; £395. 1935 PA 2-seater, B.r.g., sound; £195.

1935 PA, tourer, red, tidy; £165. 1935 Bentley saloon, superb black; £375.

1935 Singer Roadster, one owner; £145. 1934 Rolls 20/25, Thrupp saloon; £465.

1934 Aston Martin Le Mans, s/c; £265. 1934 Invicta 4½ low chassis tourer; £595.

1934 Aston Martin saloon, restorable; £95. 1933 (Dec.) J2, red, very fast; £145.

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£885 —Austin-Healey BN2 1956, 2-seater, hard and soft tops, all other extras, one owner.

£815 —Jaguar XK120, 1954, fixed-head, black, radio, heater, wire wheels, spots, X tyres.

£795 —Jaguar XK120 1954 drop head, grey with grey leather, radio, heater, grid, etc.

£785 —M.G. A, 1956 2-seater, black, hard and soft tops, radio, heater, spots.

£775 —Triumph TR3 1956 2-seater, spotless red, 3-speed overdrive, etc.; one owner.

£765 —Jaguar XK120, 1954 series drop head, pearl grey with red leather, new hood, tyres, etc.

£765 —M.G. A, 1956, 2-seater, pale blue with grey leather, one owner, useful extras.

£725 —Austin-Healey 100, 1955, 2-seater, spotless ivory, overdrive, grid, spots, heater.

£695 —Cooper-Bristol 1954 competition 2-seater, B.r.g., recondition BS1 unit.

£685 —Triumph TR2, 1955, 2-seater, dazzling ivory/blue leather, o/drive, heater.

£685 —Austin-Healey 100, 1955 model, attractive Oxford blue and ivory, o/drive, radio, htr.

£675 —Lotus 1956 Mark VIII aerodynamic 2-seater, red, fully equipped.

£665 —Austin-Healey 2-seater, red with black hard top, overdrive, 4-speed box, etc.

£645 —M.G. TF 1500, 1955, 2-seater, choice 2, red or ivory, various extras.

£645 —Swallow Doretti, 1957 sports 2-seater, handsome car in blue, TR2 unit.

£635 —Triumph TR2, 1954, black with white hard top, wire wheels, soft top, radio, etc.

£615 —M.G. TF, 1954 2-seater, green, wire wheels; also another, 16in. rears.

£595 —Triumph TR2, 1954, red with beige cockpit, well maintained car.

£595 —M.G. TF, 1954, 2-seaters, choice of 3 superb ivory examples.

£585 —Morgan +4, 1955 model 2-seater, blue with black leather, TR2 unit.

£585 —Lester-M.G., 1955 1½-litre competition 2-seater, green, very potent.

£525 —Jupiter, 1952, 1½-litre sports convertible, green, recon. S111 unit.

£515 —Jaguar XK120, 1951, dark green, moderate mileage, various extras.

£495 —M.G. TD, 1953 2-seater, red/red leather; also 1952 2-seater, green/beige leather.

£495 —Connaught L3 super sports, B.r.g., ex works car, many spares.

£495 —Lotus-M.G., 1955 Mark VI 2-seater, recon. works unit; also Mark VI Ford, green, £475.

£465 —M.G. TD, 2-seater, spotless black; another red with 1,500 unit.

£465 —Morgan +4, 1951, 2-seater drop head, unmarked B.r.g., one careful owner.

£425 —H.R.G. 1500 1949 2-seater, first class example in black, 16in wheels.

£395 —Jaguar SS100 3½-litre, 1947 2-seater, rare specimen, dark red, twin spares.

£395 —Morgan 4/4 1950 sports 4-seater, red with black leather, overhauled.

£395 —M.G. TC 1949 2-seaters, two specimen cars, red or racing green.

£395 —Morgan 4/4 1948 sports 2-seater, blue, radio, spots, new hood and tyres, etc.

£385 —M.G. TC, 1948, choice 2, green or black, both first-class.

£385 —Jaguar SS100 2½-litre 1937 2-seater, scintillating in pure white.

£365 —Delaw 1952 Mark II 2-seater, dark green, fully tuned 1172 unit.

£345 —Riley Sprite, 1936, 1½-litre sports 2-seater, black, manual box, impeccable.

£325 —Cooper 1950 1½-litre sports 2-seater, Vauxhall unit, ex Sir Bernard Docker.

£325 —M.G. TB, 1939, 1250cc, 2-seater, black, an exceptional specimen.

£295 —Riley Imp 1955 9hp 2-seater, white with red, 4 Amals; another, blue, £275.

£245 —M.G. TA, 1936-8, choice of 2 examples, blue or green, above average.

£215 —Amilcar 1926 Petit Sport French, blue, beautifully restored.

£195 —Bentley 3-litre Red Label, 1926, pointed tail, 2-seater, speed model, racing green.

£165 —A.C. 2-litre drop head coupes; choice 2, blue/black or grey.

£165 —M.G. PA 1934 8hp 2-seater; choice 3, red, green or white.

£145 —Austin Nippy 1935 2-seater, green, oversize rears; also Cambridge, 2-seater, red.

£145 —M.G. J2 8hp, swept wings, 2-seaters, choice 2, red or green.

DEFERRED terms, insurance; written guarantee and part exchange a pleasure.

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CHIPSTEAD MOTORS, Ltd. (Park 3445/6.)

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SPORTS CARS

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645 gns.—Healey 1954 3-litre 3-seater roadster, ice blue, radio, heater, screen washers.

595 gns.—Healey 1952 3-litre 3-seater roadster, red, radio, heater, outstanding example.

575 gns.—M.G. Midget 1954 TF 2-seater, red, red leather, carefully used.

525 gns.—M.G. Midget 1953 TD 2-seater, heater, badge bar, new hood.

525 gns.—Morgan Plus Four 1955 4-some convertible, heater, screen washers.

445 gns.—Alvis (Oct. 1950) TB sports roadster, red, ivory, leather, twin carburettors.

425 gns.—A.C. 1951 2-litre Buckland sports tourer, Cambridge blue, absolutely unmarked.

375 gns.—M.G. Midget (late 1949) TC 2-seater, clipper blue, Windtones, Brooklands wheel.

365 gns.—Singer 9 1951 4AB 2-4-seater, I.F.S., leather, glass s/screens, numerous extras.

365 gns.—Frazer Nash-B M.W. (reg. 1953) 1½-litre special aerodynamic super sports 2-seater.

245 gns.—Singer 9 1948 2/4-seater roadster, grey body, red upholstery, good tyres.

195 gns.—Allard 1947 sports 4-seater, red, good tyres, excellent value.

145 gns.—M.G. Midget 1933 J1 4-seater, specimen; written guarantee over £300; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube.) Hampstead 6041. [C4018

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JOWETT Jupiter 1952, beautiful condition, immaculate, in B.r.g., series 3 engine recently fitted, heater, screen washers, Michelin X. £449.

MORGAN 4/4 sports 4-seater, 1950, exceptionally well maintained, red, terrific performance; £359.

M.G. TA Tickford coupe, 1939, specimen in B.r.g., 16in rears, Vynide hood; £189.

JAGUAR 1½-litre special equipment saloon, 1947, practically unmarked in suede green, engine recently completely reconditioned, a particularly nice car; £339.

SEE also appropriate columns for one-owner Austin A90 and 1954 Ford Zephyr convertible.

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£459!!!—1952 Jowett Jupiter sports, specially overhauled and tuned.

£539!!!—1951-2 Jaguar XK120 sports 2-seater, modified, spotless condition, specially tuned, one of the fastest available.

£599!!!—1955 Zephyr convertible, modified, excellent condition throughout, small mileage.

£465!!!—1950 Sunbeam Talbot sports saloon, all convertible, choice both 80's and 90's.

£399!!!—1948 M.G. TC sports 2-seater, immaculate, small mileage.

£389!!!—1950 Austin A90 convertible, carefully used, specially tuned, choice of 4.

£399!!!—1948 Triumph roadster, this is beautiful carefully used, recently overhauled, just like new.

£444!!!—Riley 2½-litre sports roadster, very rare and beautiful vehicle

£699!!!—1955-6 TR2 sports, overriders, many extras, see and try this and you won't buy any other.

LAMBS OF WOOD GREEN (established 1897), 100 cars, 3 months' written guarantee, exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. [C2052

A.C. Ace 1955, immaculate, Italian red, new hood, sidescreens; £975 or exchange Jaguar, Healey plus cash.—Martin, Orpington 22350. [4305

RILEY 9 special 2-seater, unmodified engine, excellent mechanical order and tyres, Snetterton 3rd 1955, ideal enthusiast; £60.—Logue, Coopers End, Elmdon, Essex. [4320

DUNCAN-HEALEY saloon, '49, red, new tyres, 2 new spares, 102 mph, 26-30 mpg, extras; £430 o.n.o.; seen home counties.—I. Machin, Rathshan, West Malling, Kent. [4155

CONNAUGHT Lea-Francis super 2-seater sports racing car, Connaught stage 2 tuning, genuine 16,000 miles, finished in red, twin chrome external exhausts, immaculate, enthusiast's car, must be seen; accept £775, or near offer.—Tel. Amb. 9089, or write 44, Blackwell Rd., King's Langley, Herts. [3760

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ROWLAND SMITH'S the sports car buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

Sports Cars Spares and Service

TUNING repairs unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13. Riverside 8291. [0753/R

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1956 grey/red upholstery, 7,100 miles; £450.

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WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

1957 (July) Standard 8 Gold Star, grey, heater, etc., 7,000 miles, as new; £545.—Ivor Beal, Western 2789. [C1114

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EXCLUSIVE Standard and Triumph distributors.

1957 Standard 8 Phase II saloon, cellulosed in lavender grey with dual-tone upholstery, 10,000 miles only, with one careful owner, in excellent condition throughout; £515.
THE above cars carry the Standard and Triumph premium used car warranty.
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1954 Standard 8, low mileage, taxed; £390.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054
BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1957 Standard 8 Gold Star, green, red and beige trim, heater, 2-pedal control, mileage under 2,000, taxed year; £595.
BERKELEY Sq., London, W.1. Grosvenor 4343. [4034

1958 Standard Gold Star 8, blue, red beige trim, 3,000 miles only; £565.
STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [C4121

STANDARD 8, September 1955, blue, heater, covers, washers; first offer over £395 secures.—Woking 219. [4347

1948 Standard 8 saloon, really exceptional, guaranteed; £255; terms, exchanges.—Newbery Cars, Ltd., Muswell Hill, N.10. Tudor 5394. [C5102

AZ MOTORS offer 1948 Standard 8 tourer, one owner, beautiful condition; £225!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 Standard 8 saloon, blue with red interior, low mileage, loose covers; £395.—Windovers, Ltd., The Hyde, Hendon. Colindale 4051. [C4118

1957 (August) Standard Gold Star 8, grey, heater, unblemished, 4 months' guarantee; £565.—Campbell Symonds, Wembley, 6262. [C1037

£410—1954 (late) Standard 8 saloon de luxe, low mileage, in spotless condition.—Arnotts Garages, Ltd., Grange Rd., Willesden Green, N.W.10. Willesden 0161. [C1167

375 gns.—Standard 8 1954 model saloon, grey/red, very good condition, written guarantee; choice of 5; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Standard 8 Cars Wanted

ROWLAND SMITH'S, the Standard 8 buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

STANDARD 10

STANDARD House.
CROYDON.
EXCLUSIVE Standard and Triumph distributors.

1955 Standard 10 saloon, cellulosed in black with beige upholstery, one owner, supplied and maintained by us as Standard distributors; £495.
THE above cars carry the Standard and Triumph premium used car warranty.
HIRE purchase and part exchanges.
STANDARD House, South End, Croydon.
STANDARD main distributors. Croydon 0266 and 6088, 6 lines. [4427
SEYMOUR & CLEMENTS, Ltd., offer:—

1956 (Nov.) Standard Super 10 saloon, one owner, grey and blue, heater, screen washers, etc., 9,000 miles, beauty; £540.—38, Watford Way, Hendon Central, N.W.4. Hendon 9111. [C4007

1957 Standard 10, two pedal, dual tone, low mileage, as new; £595.
STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480 and 0298. [C4121

1955 Standard 10 saloon, heater, excellent; £475.—Rawling's Tudor Garage, Ltd., 925-931, Fulham Rd., S.W.6. Renown 2261. [4132

1955 Standard 10 saloon, one owner, heater and screen washer, excellent condition; £450.—Bushey Heath 3097. [4149

1955 Standard 10 de luxe saloon, blue, red leather, fitted heater, exceptional in every respect; £415.
WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097

1956 Standard Super 10, Alex. conv., heater, low mileage; £535.—Bertram Cowen, Ltd., Hermitage Lane, Streatham. Pollards 2100. [C1154

395 gns.—Standard 10 1955 saloon, elfin green, pass light, excellent condition; written guarantee; terms, exchanges.—Rowland Smith, below.

115 gns.—Standard 10 1939 super de luxe saloon; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1957 Standard 10 Phase II, immaculate, one owner, low mileage, heater, choice of three from £565; h.p.; three months' guarantee; exchanges.
PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3085

1955 Standard 10, black, 26,000 miles, heater, excellent condition, taxed for year; £485.—19, Ingarsby Drive, Evington, Leicester. Thurnby 894; before 6 p.m. Leicester 20059. [4280

1957 Standard 10 Phase II saloon, blue, red and white interior, 2-pedal control, screenwash, heater, low mileage, one owner; £595 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1957 (Nov.) Standard Super 10 Phase II, black, blue leather, heater, fog and driving lamps, taxed; 950 miles only; £635.—Brentwood Engineering, Brentwood 2062. [4245

STANDARD 10

1954 (late) 10, blue, excellent condition, undersea, heater, washers, other extras; £440.—Gip. 5394. [4344

1957 Standard Super 10, Standrive automatic clutch, heater, screen washers, wing mirrors, green, only 6,000 miles, as new throughout, guaranteed; £625.—Campbell Symonds, Wembley 6262. [C1037

STANDARD COMPANION

CENTRAL GARAGE (CROYDON), Ltd.

1957 Standard 10 Companion, green with brown upholstery, fitted with 5-button H.M.V. heater, screenwasher, wing mirrors, chromed roof-rack; £635.—Central Garage (Croydon), Ltd., Fell Rd., Croydon 7464. [C1098

1956 Standard Companion 10hp 4-door estate car, one owner, heater; £525; h.p.; 3 months' guarantee, exchanges.
PREMIER MOTORS, 369, Well Hall Rd., Eltham, S.E.9. Eltham 2229. [C3083

1956 Standard Companion estate car, blue, 10,000 miles, one owner, heater, screenwasher; £585.—Prospect Garage (Banstead), Ltd., Brighton Rd., Banstead. Burgh Heath 2202. [4369

STANDARD PENNANT

1957 (Oct.) Pennant, heater, washers, 3,000 miles; £710.—The Bexhill Motor Co., Ltd., London Rd., Bexhill-on-Sea 2000. [T9052

1958 Standard Pennant (February registered), taxed year, fitted heater, 900 miles only; £725.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

STANDARD ENSIGN

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1957 (Oct.) Standard Ensign, grey, blue and beige trim, heater, screen washer, low mileage, as new; £865.
BERKELEY Sq., London, W.1. Grosvenor 4343. [4033

1957 (Nov.) Ensign, heater, washers, 3,000 miles; £865.—The Bexhill Motor Co., Ltd., London Rd., Bexhill-on-Sea 2000. [T9052

STANDARD 12

1938 Standard 12, grey, definitely first class throughout; £145; private.—Wim. 1420 after 7. [4281

STANDARD 14

AZ MOTORS offer 1949 14, superb condition, one owner since new, genuine 44,000 miles; £265!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

STANDARD VANGUARD

STANDARD House,
CROYDON.
EXCLUSIVE Standard and Triumph distributors.

1955 Vanguard estate car, cellulosed in black with red upholstery, fitted Laycock de Normanville electric overdrive, heater and radio, one owner since new and a carefully maintained vehicle in excellent condition throughout offered with every confidence at £625.

1955 Vanguard saloon, phase II, cellulosed in grey with black top and with red upholstery, fitted heater, this is the best Vanguard we have had the pleasure of offering for sale secondhand, indistinguishable from new and thoroughly recommended, 20,000 miles only; £595.
THE above cars carry the Standard and Triumph premium used car warranty.
HIRE purchase and part exchanges.
STANDARD House, South End, Croydon.
STANDARD main distributors. Croydon 0266 and 6088, 6 lines. [3984
RAYMOND WAY.
EAST London Branch.

1953 Vanguard Phase II, olive green with fawn leather, radio, heater, spots, mirrors, etc., etc. Immaculate car; 449gns.—773, High Rd. Seven Kings. SK 4066. [4258
L. F. DOVE, Ltd., offer:—

1957 Standard Vanguard Phase III, overdrive, dual colour; £785.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [C1077
RUSSELL MOTORS offer:—

1955 (July) Vanguard saloon de luxe, radio, etc., 13,000 miles only.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060
ERIC HAYES, Ltd., offer:—

1955 Vanguard, overdrive, heater, colour green, loose covers, superb condition throughout; £595.—13, Bishops Bridge Rd., W.2. Ambassador 8266. [C2033
HENDON CENTRAL GARAGE, Ltd., offer:—

1951 Standard Vanguard, sound condition throughout; £345.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054
BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:

1957 Vanguard de luxe saloon, beige, red and beige leather, radio, overdrive, heater, screen washers, low mileage; £835.

1957 Vanguard saloon, beige/green, brown leather, radio, overdrive, heater, screen washer, 2 spot lamps, taxed year; £775.

1957 Vanguard estate car, dual colour blue/beige, brown leather, heater, screen washer, taxed year; £925.
BERKELEY Sq., London, W.1. Grosvenor 4343. [4032

1953 Standard Vanguard Phase II, heater, blue with red upholstery; £485.
JACQUIER, Ltd., 229, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2045

1957 Standard Vanguard, one owner, 9,000 miles only, heater, taxed, as new; £825.
R. S. MEAD (SALES) Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2 [C3011

1955 Vanguard, heater, excellent condition throughout; £495.
SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779 [C4016

STANDARD VANGUARD

1949 Standard Vanguard Phase I, in excellent condition throughout, radio fitted; £310.
DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129

1950 Vanguard saloon, leather, one owner, taxed year, excellent; £525.—Bromley, Kent. Ravensbourne 7232. [4272

1953 (Oct.) Standard Vanguard Phase II saloon, leather and heater, very clean and sound, 3 months' guarantee; £435.
C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [4405

1957 (April) Standard Vanguard saloon, grey, one owner, 6,000 miles; £825.—Vanderwell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

1957 Vanguard de luxe saloon radio, heater, overdrive, two-tone colour blue and beige, 11,000 miles; £895.
LANKESTER ENGINEERING Co., Ltd., 59/43, Eden St., Kingston-on-Thames. Kin. 3151-6. [4249

1957 Vanguard estate car, only 3,000 miles; £975.—Anthony Crook, The Roundabout, Hersham. Tel. Walton-on-Thames 687. [C1065

1955 Standard Vanguad Phase II saloon, black with red leather, radio, heater, specimen car, fitted many extras; £495.
WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281. [C4097

1951 Standard Vanguard, heater, radio, in very good condition throughout; £339.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1956 Standard Vanguard Phase III, absolutely immaculate, one owner, very low mileage, heater, 3 months' written guarantee; £675.
PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3085

1955 Standard Vanguard Phase II, heater, low mileage, immaculate; £530.—Golly's Garage, Ltd., 111a, Earls Court Rd., S.W.5. Fremantle 6373. [4191

1955 Standard Vanguard, overdrive, exceptional condition, one owner; £565.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 4371 and 6199. [C3057

1957 Sportsman Vanguard, grey and black, beige leather, heater, overdrive, 18,000 miles, beautifully maintained by private owner; £895 or exchange.
SOUTH LONDON MOTORS, Ltd., 512, High Rd., Streatham, London, S.W.16. Pollards 4444. [T9053

1954 Standard Vanguard Phase II, black and grey, red interior, heater, spotless condition; £475 or terms.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1952 Vanguard, heater, guaranteed, £325; also 1951 saloon, guaranteed, £350; 1949 Vanguard estate, heater, guaranteed, £265.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C5029

1957 Standard Vanguard, one owner, 9,000 miles only, heater, taxed, as new; £825.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

375 gns.—Standard Vanguard 1953 phase II saloon, leather, one owner, very good condition; written guarantee; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1952 Vanguard, radio, heater, factory reconditioned engine September '57, one private owner, taxed for year, excellent condition throughout; £385.—Walton Service Garage, Dorset Mews, Wilton St., S.W.1. Sloane 7239. [4190

Standard Vanguard Cars Wanted

PEDIGREE ESTATE CARS urgently require good estate cars; cash or in exchange.—340, Euston Rd., N.W.1. Euston 7889. [W4093

WANTED, Vanguard diesel estates and saloons, we will collect from anywhere; write or tel. stating price, condition, etc., to—Chapeltown Motor Sales, 196, Chapeltown Rd., Leeds, 7. Tel. 44771. [4016

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Standard buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Standard.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Standard Spares and Service

LARGE stocklists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 34151 (5 lines) [0301/R

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Price's Drive, Colwyn Bay (Tel. 3522). [0359/R

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0253/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Oiling and Bendix stockists.—514, Regent Park Rd., Church End, Finchley. Finchley 5908. [0002/R

STUDEBAKER

SCOTT CARS offer:—

1953 Studebaker Champion, r.h.d., radio, heater, overdrive, in excellent condition throughout.

1951-2 Studebaker convertible, radio, heater, outstanding condition.
SCOTT CARS, 541-547, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

FARINA, radio, heater, ocelot covers, twin spots, cigar lighter, undersealed, November, 1953.—Kings Motors, 1, High St., Hounslow 5532 & 2559. [C2049

SUNBEAM

ROOTES
HAVE available a range of Sunbeam cars of very low mileage.
DEVONSHIRE House, Piccadilly, W.1. Grosvenor 5401 [0111/R
R. HARDY & SON offer:—

3000 miles only; 1955 Sunbeam Mk. III, grey/red upholstery, heater one owner, whole car as new; £945.—52/55, Marylebone High St., W.1. Hunter 0942. [4209

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SUNBEAM

TOM GARNER, Ltd., offer:—

1956 Sunbeam Mk. III saloon, black, heater, radio, o.d., 12,000 miles; £995.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9215-6-7. [C2020]

WARWICK WRIGHT, Ltd., offer:—

1955 Sunbeam Mark III convertible, grey, red upholstery, heater, 15,000 miles; £895.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

WEYBRIDGE AUTOMOBILES offer:—

1955 Sunbeam Mark III, green with green interior, fitted overdrive with rev. counter, etc., one owner, 44,000 miles, excellent condition throughout; £795.
WEYBRIDGE AUTOMOBILES, Ltd., Weybridge 2233 [C4094]

1950 Sunbeam 80, 2-tone, heater, extras, immaculate throughout; £410.—48, Five Acres, Crawley, Sussex. [4018]

£899!!!—1956½ Sunbeam Mark III de luxe saloon, one owner, speedometer records 12,000, specially tuned and one of the fastest we have had.
LAMBS OF WOOD GREEN (Established 1897). 100 cars, 3 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052]

1956 Sunbeam Mark III saloon, maroon and cream, overdrive, rev counter, H.M.V. radio, heater, w/washers, Mich. X tyres, 13,000 miles, one owner; £875.
XL SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [C4066]

16000 miles only, 1955 (June) Sunbeam Mk. III saloon, Claret/lavender grey leather, overdrive, radio, heater, screen washers, twin fog and passlights, one owner, taxed year, supplied new and maintained by us, all service records available, completely immaculate and guaranteed; £835.
ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends: Littlewick Green 3076. [C1107

Sunbeam Cars Wanted

ROWLAND SMITH'S, the Sunbeam buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Sunbeam.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

URGENTLY required, 1947/57 Sunbeams.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

ALMOST new Sunbeam required immediately.—Almorley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

SUNBEAM ALPINE

DUNCAN HAMILTON & Co. offer:—

1955 Sunbeam Alpine, 22,000 miles only, blue, fitted overdrive, heater, loose covers, spot lights, new tyres, tonneau cover, fastidiously maintained by one very careful owner, and undoubtedly the finest specimen available; £795.
OPEN all Saturday.—33, High Rd., Byfleet, Surrey. Tel. Byfleet 3101. [C1091

SUNBEAM Alpine 1954 special, overdrive, heater, radio, red, 36,000 miles; £690.—Kent Cottage, Summerley Lane, Felpham, Bognor Regis. [4060

1954 (April) Alpine, blue, heater, screen washers, spot lamps, tonneau cover, new tyres, 22,000 miles, one owner, unmarked; £675.—Mervyn Austin, Kensington 8862 or Welbeck 6655. [T9002

£745.—(June '54), overdrive, radio, heater, screen washers, radiator blind, seat covers, spot lights, tonneaux cover, ivory, red leather.—Johnson & Brown, 268-270 High St., Bromley. Ravensbourne 8641 [C2075

SUNBEAM RAPIER

GEORGE HARTWELL, Ltd.

SUNBEAM Rapiers, series I, 1956, choice of two specimen low-mileage cars, pearl pippin red, yellow/black, both with heaters; from £795.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079

JAMES SPENCER, Ltd., offer:—

1957 Sunbeam Rapier saloon, fitted heater and overdrive, in spotless condition; £825.
JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263 and 4209. [4430

H. BEART & Co., Ltd., offer:—

1956 Sunbeam Rapier saloon in red/cream, red upholstery, overdrive, radio, heater, one owner; £795.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3348. [C1081

GREENHILL MOTOR Co. offer:—

1958 Sunbeam Rapier, New Look in duo green, fitted electric overdrive, screen wash, 900 miles only, immaculate and as new; £1,050.—Marsh Rd., Pinner, Middx. Pinner 5888. [C2125

WARWICK WRIGHT, Ltd., offer:—

1956 Sunbeam Rapier saloon, pearl grey and red, red/grey upholstery, radio and heater, 10,000 miles; £865.

1957 Sunbeam Rapier R67 saloon, antelope and grey, red/grey upholstery, heater, 8,000 miles; £935.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

CONNAUGHT ENGINEERING offer:—

SUNBEAM Rapier twin carburettor model, registered 1956, finished in Corinth blue and dawn mist, fitted overdrive, rev-counter, heater, etc., one owner from neg. low mileage; £875.
CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1132

1957 Sunbeam Rapier, blue and ivory with grey interior, transparent seat covers, 2,000 miles.
FRANCIS MOTORS, 393, Humberstone Rd., Leicester. Tel. 66304. [C2131

1956 Sunbeam Rapier; £800.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

SUNBEAM RAPIER

1957 model Rapier, grey and blue, 12,000 miles, fitted radio, heater, immaculate condition; £910.
KERRIDGE, Ltd., Alton 2224. [C3118

1956 Sunbeam Rapier saloon, cerise and beige, genuine 13,000 miles by one owner, virtually as new; £865.
THOMPSON-DOXEY, Ltd., Mercedes-Benz distributors, 109 and 139, Eastbank St., Southport. Lancs. Tel. 56934. [C4120

SUNBEAM Rapier 1957 R67, one owner, absolutely as new, 8,000 miles; £895.—Poland Street Garage, 51, Poland St., London, W.1. Ger. 9010. [C3136

1957 Rapier, 7,000 miles, heater, overdrive, one owner, as new; £895.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1956 Rapier, fully modified to our '57 condition, beige/grey, heater, etc.; taxed year; £825.—Charters, Station Rd., Aldershot. Tel. 1246. [4070

1956 Sunbeam Rapier, heater, 7,000 miles only, indistinguishable from new; £825.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1956 Sunbeam Rapier, red/cream, 9,000 miles, one owner, heater, taxed; £795.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

1956 Rapier, one owner, 13,000 miles, overdrive, heater, grey and blue, superbly kept; £835; terms, exchanges.—Richards & Carr, Ltd., 35, Kimberton St., S.W.1. Belgravia 3711. [C3045

JACK ROSE, Ltd., offer:—1957 model Rapier saloon, with overdrive, 5,800 miles only, two-colour, a beautiful car, with extras; accept £895.—Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1957 (April) Sunbeam Rapier R67 saloon, ivory/beige, red/grey interior, heater, Castles centre change, Regency covers, etc., mileage 6,900 genuine, immaculate condition; £925, consider small car as part exchange.—Pearson, 1, Belghton Rd., Woodhouse, Sheffield 3001. [4165

1957 Sunbeam Rapier, R67 engine, overdrive, heater, antelope/pearl grey, ocelot loose covers, one owner, 5,000 miles, condition indistinguishable from new; £935.—West Street Motors (East Grinstead), Ltd., 226-228, London Rd., East Grinstead. Tel. 3841 (10 lines). [4411

Sunbeam Rapier Cars Wanted

IMMACULATE 1957 Sunbeam Rapier wanted for private buyer.—Arn. 3036. [3835

NEW Rapier saloon required, consider convertible. Immediate payment.—61, Alresford Rd., Winchester. [4087

ROWLAND SMITH'S, the Rapier buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018/R

ALMOST new Rapier required immediately.—Almorley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

SUNBEAM-TALBOT

NOEL BELL, Ltd., offer:—

1950 Sunbeam-Talbot 90, 44,000 mls. only, heater screen washers, carefully used; £450.
NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7951. [C1153

GEORGE HARTWELL, Ltd.

SUNBEAM-TALBOT 10, 1947, gunmetal grey, 30,000 miles only since new, one careful owner; £350.
SUNBEAM-TALBOT 80, 1950, heater, radio, exceptional condition; £450.
SUNBEAM-TALBOT 90 Mk. II, 1951-2, choice of two; from £450.
SUNBEAM-TALBOT 90 Mk. IIa, 1953, choice of two saloons, black and grey; from £635.—35-41, Holdenhurst Rd., Bournemouth. Tel. 4161. [C2079

CHIPSTEAD MOTORS, Ltd., offer:—

CONCOUR Mark IIa, 1954; this very low mileage car is specially finished in dual grey and maroon, every conceivable part of the engine is chromium plated, absolutely mint condition throughout; offered at £695.—142, Holland Park Ave., W.11. Park 3445-6. [C1046

WARWICK WRIGHT, Ltd., offer:—

1954 Sunbeam-Talbot 90 Mark IIa saloon, blue, fawn upholstery, heater, 17,000 miles; £750.
WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045]

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1953 Sunbeam-Talbot 90 Mark IIA saloon, 2-tone blue/grey leather, heater, H.M.V. radio, screenwashers, link mats, Ace Rimbellishers, 3 spotlights, remarkable condition; £565.—226, High Rd., London, N.15. Tot. 0414. [4443

1950 Sunbeam-Talbot 90, heater, really excellent condition throughout; £415.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1948 Sunbeam-Talbot saloon, radio, heater; £365, terms, exchanges.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125

1953 Mk. IIA convertible, alpine mist/red heater, spots, Michelin X, other extras; reasonable price.—75, High Rd., Leavesden, Watford, Herts. [4316

1953 Mark IIA, Sunbeam-Talbot 90, black with red leather, radio, heater and wheel trims, very good condition throughout; £585.
HUXFORD & SON, Ltd., Fiat distributors, The Fairway Garage, West St., Portchester, Hants. Cosham 76770. [C2127

1950 Sunbeam-Talbot 90, heater, in exceptionally good condition throughout; choice of 2 from £425.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

SUNBEAM-TALBOT Mk IIa, 1953, superb condition, new Michelin X, heater, lighter, wing mirrors, bl.nd, etc.; £600 o.n.o.—Box 4964. [4012

1951 (December) Sunbeam-Talbot 90 saloon, black, 25,000 miles only, radio, heater, seat covers, an immaculate car; £515.
PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 0161. [C3044]

SUNBEAM-TALBOT

1953 Sunbeam-Talbot 90, one owner, Michelin X tyres; £595.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

1953 Sunbeam-Talbot 90 saloon, black with beige leather upholstery, fitted heater, radio, sun roof, one owner, exceptional condition; £565.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 6371. [C4005

1951 Sunbeam-Talbot 90 saloon, black, red leather, heater; £455.—Vare Motors, 472, Archway Rd., N.6. Mountview 9039/5306. [C4074

£395.—1950 Sunbeam-Talbot 90 saloon, original black cellulose and unworn brown hide, heater, sliding head, specimen.—The Hyde Motor, Co., Colindale 7898. [C2133

1953 Sunbeam-Talbot convertible, maroon, heater, etc.; one careful owner, outstanding condition; taxed year; £575.—Charters, Station Rd., Aldershot. Tel. 1246. [4068

379gns!!!—1950 Sunbeam-Talbot 90 Mark I convertible, black with red leather, also an excellent 1951 series available.—Besscars, 574-6, High Rd., Finchley, N.2. Highgate 9808. [C2126

1953 (April) Sunbeam-Talbot 90 Mark IIA saloon, Alpine mist with red upholstery, fitted radio and heater, one careful owner; £595.—Newbury Motors, Ltd., Manor Lane, Halesowen. Tel. 1641. [C3102

£445.—1951 model Sunbeam-Talbot 80 10hp sports saloon, satin bronze, heater, a rare model in specimen condition.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662. [C2093

1948 Sunbeam-Talbot 10 saloon, blue, grey interior, radio, demister, sun roof, very attractive car; £375.—Clubman Autos, Ltd., 138-142, High St., Tooting, S.W.17. Balham 3484. [C1161

1954 (June) Sunbeam-Talbot Mark IIa saloon, grey with red leather, moderate mileage, fitted heater, outstanding condition; £625.—Harry Kitchener, Ltd., 180, Goldington Rd., Bedford. Tel. 68216. [3357

XXX 1954 Sunbeam-Talbot 90 Mark IIA saloon, one owner, heater, radio, wing mirrors, many other extras, black, red interior; £635.—H. F. Edwards, 28-34, Upper High St., Epsom. Tel. 5611. [C2001

SEPTEMBER, 1951, Sunbeam-Talbot 90 saloon, heater, press-button radio, screenwashers, unmarked coachwork, excellent mechanical condition; £475.—Kirkdale Cars, Kirkdale, Sydenham, S.E.26. Sydenham 6129. [C2068

1952 Sunbeam-Talbot 90 Mk. II, taxed, fitted heater, new tyres and battery, immaculate condition, one owner, low mileage, guaranteed; £490.—Salcombe Road Garage, Ltd., Kingsbridge, Devon. Tel. Salcombe 118. [4289

SUNBEAM-TALBOT 90 Mark II coupe, September 1951, latest dual-tone blue/grey colours, the whole car is unblemished and leaves nothing to be desired and has been maintained regardless of cost, hosts of extras including radio and heater; price £475; h.p. and p.x. considered.—Tel. Renown 2250. [4357

AZ MOTORS offer 1951 90 Mark II saloon, one owner since new, genuine 34,000 miles, heater, gift, £450! Also 1947 10 saloon, one owner since new, immaculate throughout, condition must be seen to be believed! £350! Also 1939 ditto, £225!—Palmerston Rd., N.W.6. Mai. 4723. [C1011

£545!!!—Sunbeam-Talbot 90 Mark II saloon, a 1952 car in 1957 condition, silver-grey with red hide, immaculate inside and out and complete with heater, radio and undersealing, wing mirrors and washers, one owner has lavished every care and attention on this car during its entire life, with the result that the mechanical order is absolutely 100%.

£695!!!—Sunbeam-Talbot 90 Mark IIa saloon, September, 1954, in pastel green, another one-owner car, fitted reconditioned engine in December, 1957, about 3,000 miles only, new Weathermaster tyres; 300 other cars available, write for fully decriptive priced catalogue.
CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms. Exchanges. [C1035

£529!!!—Slightly dear but well worth it! 1951-2 Sunbeam-Talbot Mark II de luxe saloon, in superb and spotless condition throughout, don't mistake this for the usual worn-out high-mileage motor car; it's beautiful, see it if only to compare it; bodywork new, interior unmarked, fitted heater, Ace Rimbellishers, spot lamp, etc., the finest available; choice altogether 6 Sunbeam-Talbots, all hand-picked and specimen condition, 1950 to 1953 models from £425; saloons or convertibles.
LAMBS OF WOOD GREEN (established 1897): 100 cars; 3 months' written guarantee; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Sunbeam-Talbot buyers; highest cash prices.—Hampstead High St., N.W.3, Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Sunbeam-Talbot.—H. F. Edwards, 28-34, Upper High St., Epsom Surrey. Epsom 5611. [W2001

TRIUMPH

RAYMOND WAY.

EAST London Branch.

1955 TR2, two-tone ivory and black, red leather interior, twin spots, long-range headlights, wing mirrors, X tyres, etc., 18,000 miles only, exceptional condition throughout; 635gns.—775, High Rd., Seven Kings, SK. 4066. [4257

PERFORMANCE CARS, Ltd.

1957 TR3, overdrive, wire wheels, heater, sliding screens, white, one owner specimen; £845.
1957 TR3, discs, 5,000 miles, blue, £895; 1956 TR2, red, superb example, £675.
1956 (Nov.) TR3 hard top, red/black, £775; 1955 TR2, black, one owner, £675.
1956 TR3, wire wheels, overdrive, heater, X tyres, white, red specimen, £775.
1954 TR2, pale green, radio, heater, £565; 1949 Roadster, spotless grey, £415.
1949 Triumph Roadster, black/red, £395; 1949 Triumph Roadster, red, £395.
1947 Triumph Roadster, 1957 engine; £375.

THE above and 125 other cars at Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [C3041]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

STANDARD House, CROYDON.

EXCLUSIVE Standard and Triumph distributors.

1956 Triumph TR3, cellulosed in British racing green with red upholster, fitted overdrive, tonneau cover, spotlamps and turbo wheel discs, never raced or rallied, thoroughly checked in our own workshops, 10,000 miles only with one careful owner, in magnificent condition throughout; £865.

1955 model TR2, cellulosed in British racing green with beige upholstery, fitted heater, latest type side-screens and Michelin X tyres, supplied and maintained by us, one careful owner, low mileage; £645.

THE above cars carry the Standard and Triumph premium used car warranty.

HIRE purchase and part exchanges.

STANDARD House, South End, Croydon.

STANDARD main distributors. Croydon 0266 and 6088, 6 lines. [4428

L. F. DOVE, Ltd., offer:—

1956 TR3, red, overdrive, 15,000 miles; £750.

1955 TR2, B.r.g., overdrive, radio, heater; £675.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Tel. Liberty 3456. [C1077

J. DAVY, Ltd., Standard and Triumph Agents.

1957 Triumph TR3, 200 miles, nas new; £920.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

1949 Triumph 2000 razor-edge saloon; £345.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1955 TR2, electric overdrive, heater, etc.; £685.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

ST. MARGARET'S MOTORS, Ltd., specialists in used TR2s, offer:—

1957 TR3, red, black soft top, check nylon interior, disc brakes, Michelin X, occasional seat, etc., 8,000 miles, definitely unmarked; £865.

1957 TR3, B.r.g., fawn soft top and interior, disc brakes, heater, luggage carrier, etc., 7,000 miles, mint condition throughout; £845.

1956 TR3, B.r.g., black hard top and soft top, cream leather interior, overdrive, radio, heater, wire wheels, Michelin X, electric washers, occasional seat, twin Marchals, etc., etc., originally cost over £1,300; £825.

1956 TR3, B.r.g., black soft top and tonneau, cream leather interior, overdrive, heater, wire wheels, Michelin X, occasional seat, washers, etc.; a superb specimen; £800.

1955 TR2, B.r.g., laminated hard top, soft top, radio, heater, screen washers, sliding screens, 23,000 miles, an absolute specimen; £695.

1955 TR2, red, black hard top, and soft top, sliding screens, overdrive, radio, heater, Michelin Xs, in very nice order throughout; £695.

SHOWROOMS open until 10 p.m. (6 p.m. Sundays).

91—95, St. Margarets Rd., Twickenham, Middx. Tel. Popesgrove 9075. [C4126

1952 Mayflower, radio, heater, very carefully used; £435.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. North 4441/6666. [C1036

1956 Triumph TR2, one owner, many extras; £760.—Robbins, East Putney. Tel. 7881. [C3010

BOGNOR STATION GARAGE.—1955 Triumph TR2; **B** £635.—20, Longford Rd., Bognor 2102. [C1160

1948 Triumph Renown, radio, heater; £345.—Kings Motors, 1, High St., Hounslow 3532 and 2559. [C2049

1951 Mayflower saloon, heater, exceptional condition; £395.—Bridge Motors, Leatherhead 2564. [C1136

1953 Mayflower, 22,000 miles, heater, taxed year; £450.—Wards Garage, Tunbridge Wells. Tel. Southborough 1000. [4360

£399!!!—1948 Triumph Roadster, the finest available on the market to-day, choice 2; also a 2000 Roadster.

£699!!!—1955-6 TR2, overdrive model, all extras, tiny mileage, specially tuned, the finest available.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

TRIUMPH Roadster, September 1947, beautiful condition; £345; terms.—Cresta Motors, Forest Hill 4177. [4065

A Z MOTORS offer 1951 2000 saloon, immaculate condition; £375!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1958 (March) TR3 (A), latest model, 500 miles only, not yet run in, extras; £1,025, part exchange.—Pembury, Kent 394. [4225

1955 TR2 with overdrive, in excellent condition throughout, fitted heater and spotlamps; £665.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [C2008

1955 TR2, 30,000, perfect condition, extras, never rallied; £200.—Watson, 30, Beryl Rd., Birkenhead. [3606

1952 (October) Triumph Mayflower, black, red interior, one owner, outstanding condition; £455.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Vigilant 0161. [C3044

1952 Triumph Renown saloon, radio, heater, one owner; £450.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon. Tel. Addiscombe 3066. [C1076

1949 Triumph 2000 razor-edge saloon; guaranteed; £330.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3027

1949 Triumph Renown saloon, grey with blue interior, loose covers; £365.—Windovers, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

1955 Triumph TR2, in B.r. green, with red upholstery, excellent condition; £650.—Haslemere Motor Co. Tel. Woking 1444. [4370

TRIUMPH

1949 Triumph 2000 Roadster, well maintained; £395, terms, exchanges.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125

1954 (Sept.) TR2, Brit. racing green, heater, tyres and mechanically good; £550; Triumph distributors.—College Motors, Ltd., Bristol 26531. [3328

1956 (Feb.) TR3, hard top and hood, black, red trim, heater, etc.; £775; Triumph distributors.—College Motors, Ltd., Bristol 26531. (Below.)

1957 (Dec. '56) TR3, pearl white/red, heater, 10,000 miles, lefthand drive; £825.—Triumph Distributors: College Motors, Ltd., Bristol 26531. [3800

1949 Triumph 2000 Roadster, excellent condition, will take good motor cycle part exchange.—Williams, Bryn-Menai, Deganwy, N. Wales. Tel. 85357. [4314

TR2 Oct. 1955, 17,000, unmarked B.r.g., tonneau, heater, spotlamp, washers, blind; £650.—"Hillcrest," London Rd., Tollbar (2156), Coventry. [4451

1952 Triumph Renown, excellent condition inside and out, cost £1,450 new; bargain at £395.—Howard Long, Crowle, near Scunthorpe. Tel. Crowle 319. [4026

JACK ROSE, Ltd., offer 1955 Triumph TR2, 2-tone, with overdrive, most attractive; accept £675.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1950-1 Triumph 2000cc Renown, choice of 2; £395.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12. (100 yds. Clapham South Tube.) Batt. 1107. [C2024

£345.—1948 Triumph Roadster 1800, radio, heater, leopardskin loose covers, Ace Rimbellishers, Windtone horns and twin spots.—E. Casey Ltd., Willesden 4548. [C1134

1949 Triumph 2000 Roadster, new engine, 12,000 miles, this vehicle must be seen to be appreciated; £395.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3054

TR2 Triumphs, 1955, choice of two, from £625; 1954, one owner, many extras, taxed year, £595; hire purchase and exchanges. TR2s and 3s bought for cash.—Jones Garage, Syston 2257, Leicester. [4251

1957 TR3 (April), blue with black leather upholstery, Michelin X, heater, washer, wheel trims, built-in reversing lamps, lovely condition, taxed year, no competitions; private sale, but terms available; £795.—Box 5034. [4052

365 gns.—Triumph Mayflower November 1950 saloon, black, fawn leather, carefully used; written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TRIUMPH Roadster 1800 1948, one owner from new, metallic grey, unmarked body, original grey hood, as new all very good Michelin tyres and mechanically perfect, speedometer reads 28,000, only used 3 months each year, taxed for the year; £385.—Bampton, Wilmslow Rd., Handforth, Cheshire. Tel. Gatley 5882. [4417

Triumph Cars Wanted

ROWLAND SMITH'S the Triumph buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Triumph.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

TR2 wanted, Birmingham area, signal red, not raced, low mileage; reasonable price.—Write Box 4997. [4022

TR3 required, 1957, disc brakes, low mileage, one owner; £800 cash for suitable car; private purchaser.—17, Springfields, Broxbourne, Herts. [4324

Triumph Spares and Service

BREAKING up 1935 Triumph Gloria; all parts cheap.—155, High St. South, East Ham, E.6. Grangewood 2530. [S4052

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0035/R

UTILITY CARS

J. DAVY, Ltd., offer:—

CONSUL Farnham 1957, one owner, heater, superb condition, comprehensive guarantee; £995.

MORRIS Oxford III estate 1957, one owner, excellent condition, comprehensive guarantee; £835.

FORD Escort 1956, one owner, heater, immaculate, comprehensive guarantee; £490.

HILLMAN Anniversary estate 1953, one owner, performance and appearance comparable to new; £495.

180—184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3. Kni. 4215. [C1069

NOEL BELL, Ltd offer:—

1956 Bedford Dormobil, choice of 3, all in excellent condition; £475.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153

NOEL BELL, Ltd., offer:—

1954 Commer estate car, conversion, fitted heater, roof lining, twin horns, finished duo grey, excellent condition; £420.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851 [C1153/1

ROWLAND SMITH'S for Utilities.

695 gns.—Plymouth Six, 1953 r.h.d. 6-seater station wagon, 2-tone blue/black, heater, one owner, unmarked.

575 gns.—Morris Minor, 1956, de luxe Traveller, leather, heater, screen washers, one private owner, small mileage.

325 gns.—Austin A30, 1950, Countryman, 4-door 6-seater, fold-flush rear seats, heater.

265 gns.—Fiat 500c, 1950, Belvedere l.h.d. 4-seater, natural timber, fold-flush rear seating.

145 gns.—Jowett Bradford, late 1947, 6-seater, side windows, removable rear seating.

115 gns.—Ford 8, 1947, plain van with windows; written guarantee over £300; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041 [C4018

NOVEMBER '55, A30 estate, cream, 12,000 miles; £435.—Robbins, East Putney. Tel. 7881. [C3010

UTILITY CARS

G & M ALFREDS offer:—

1957 Hillman Husky, heater, as new; 1956 Ford Thames estate car, 4,000 miles; 1951 Humber Snipe 7-passenger coachbuilt estate car, in 1958 condition, superb condition throughout, written guarantee.—6-7, Warren St., W.1. Euston 3268. [C1005

PEDIGREE ESTATE CARS offer:—

1958 early delivery new Humber Hawk estate, Morris Oxford and 1000 Travellers, Austin A95 and Hillman estates.

HUDSON Ranchwagon, 2-tone, radio, heater, overdrive, delivered Aug. 1957, only 9,000 miles; also Oct. 1955, as above, 20,000 miles.

1958 Morris Oxford 4-door Traveller, works mileage, also a 1957 Phase III, 1956, 1955 and 1954 Travellers in stock.

1956 Isis Traveller, low mileage; also a 1955.

1958 Morris 1000 Traveller, works mileage; also a 1956 and 1955.

1957 Standard Vanguard Phase III estate, many extras; also 1955 Phase II estate and a 1956 Companion.

1957 Hillman Minx estate, 2-tone paint, only 6,000 miles.

1956 Ford Consul Phase II Farnham Abbott estate, also a 1957 Ford Escort.

1956 Volkswagen Microbus, 2-tone paint, many extras, 18,000 miles.

ALSO in stock many other estate cars including 1956 Bedford Utilibrake, 1955 A40 Countryman, 1951 A40 Countryman and 1951 Vanguard 4-door estate, etc.

CHOICE of over 40 estate cars always in stock.

PRIVATE cars accepted in exchange.

340 Euston Rd., N.W.1. Euston 7889. [3093

WARWICK WRIGHT, Ltd., offer:—

1956 (December) Hillman Husky, double duty, grey, red upholstery, 13,000 miles; £565.

1954 Morris Minor (ohv) de luxe Traveller's car, black, red upholstery, heater, 33,000 miles; £495.

1956 Hillman Mark VIII estate car, dual grey, red upholstery, heater, 20,000 miles; £650.

1957 Hillman series II estate car, blue and white, red upholstery, heater, 6,000 miles; £895.—

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

ELM AUTOSALES (MORDEN) offer:—

1954 Morris Minor utility, windows and extra seats, low mileage, plain beige cellulose unmarked; £385.—28-30, Abbotsbury Rd., Morden. Mitcham 7122. [C2067

BROADWAY MOTORS, Hounslow, offer:—

CONSUL Farnham Rambler style estate car, duo tone, one owner, 7,000 miles, heater, probably the only one on offer; £895; always 50 cars on view.—Hanworth Rd., Hounslow (3 mins. Hounslow East Tube), Middx. Hou. 9309/0175. [C1113

HENLYS offer with 4 months' guarantee:—

1956 Austin A30 Countryman, heater, green with beige interior; £535.

1957 Humber Hawk estate car, heater, one owner, green with red interior; £1,095.

1955 Morris Dormobile J-type, one owner, duo grey with green interior; £465.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [4373

1949 Standard estate car, licensed, heater, good condition; £350. Ravensbourne 5185. [4304

1956 Standard 10 Dormobile, 3,000 miles; £636.—Le Grice Kers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

WINDOVERS, Ltd., offer a selection from their large, comprehensive stock of used vans and utilities:—

1954 Morris J type Dormobile, grey with tan interior; £455.

1956 Ford Squire, one owner, green with matching interior, low mileage; £605.

1953 Commer utility, grey and maroon; £375.

WINDOVERS, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

A30 estate car, August 1956, cream, 10,000, heater, underseal, covers, roof rack, regularly serviced; £460.—Tel. Dover 548. [4291

CAMDEN MOTORS.—Specialists in estate cars and utilities, 40 models available; this week's specially recommended vehicle:—

1954 Austin A70 Heretord with the genuine Countryman 4-door estate car body in hardwood with ash pillars, fully equipped with radio and heater, genuinely immaculate both inside and out, very carefully used, history known; £575; 400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m. Terms, exchanges. [C1035

1955 Ford 10 conversion estate; £250; terms, exchanges.—R.L.H. Motors, Ltd., 601-609, Kings Rd., S.W.6. Renown 4492. [C3125

1957 Bedford Utilibrake, one owner, 9,000 miles, blue/grey, extras, immaculate; £520.—Jones, 60, Warren Drive, Broughton, Chester. Tel. Nawarden 2297. [4152

189 gns!!! 1947 (regd.) Dagenham bodied 4-door Ford V8 utility, spotless condition throughout.—Besscars, 374-6, High Rd., Finchley, N.2. Highgate 9808. [C2126

!!! 1955 Zephyr, Abbott conversion estate car, grey-red, one owner, virtually as new; £695.—Bruce France, 20, Cromwell Mews, South Kensington. Flaxman 0513. [C2096

£445.—Austin A40 Countryman estate, 1953, dark green, heater, one owner, in outstanding condition.—B. & H. Motors, 1464-8, High Rd., Whetstone, N.20. Hillside 6671. [C1020

A Z MOTORS offer 1952 Vanguard 4-door estate car, £425! Also 1952 4-door: £350! Also 1951 Morris Oxford estate; £365! 1956 Husky, 13,000 miles; £550! 1938 Bedford; £65!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

UTILITY CARS

ROYS AUTOMOBILES, Ltd., offer 1956/55 Ford 10 conversion estates from £250; 1952 Ford 8 Martin Walter estate, £225, another £215; 1956/55 Thames Anglia type conversions from £365; 1954 Hillman Minx estate, £485; terms, exchanges.—127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

Utility Cars Wanted

ESTATE CARS utility specialists; best buyers of estate cars.—Prospect 7649. [0240/R

ROWLAND-SMITH'S, the Utility car buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 9841. [W4018/R

1954 Hillman Estate/Oxford Traveller, no dealers. —Details to E. Tingley, 97, Hawkwood Crescent, London, E.4. [4306

MINOR Travellers, Hillman and Vanguard estate cars A30, A40 and A70 Countryman, and shooting brakes required.—Putney 2276/7, 221, Upper Richmond Rd., Putney, S.W.15. [0137/R

ESTATE CARS, Ltd., the utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—441, Upper Richmond Rd. West, S.W.14. Prospect 7648/9. [0010/R

VAUXHALL 10

1947 Vauxhall 10hp saloon, heater, exceptional condition; £325.—Bridge Motors, Leatherhead 2564. [C1156

1947 Vauxhall 10, excellent condition, heater, new tyres, other extras; £235; no dealers or agents.—Vigilant 2560. [4282

VAUXHALL VICTOR

WARWICK WRIGHT, Ltd., offer:—

1957 Vauxhall Victor (super) saloon, yellow, heater, 5,000 miles; £755.

WARWICK WRIGHT, Ltd., Lord's Court, St. John's Wood Rd., London, N.W.8. Cunningham 6050. [C4045

1957 Victor Super, beige, heater and radio.

LEX The Dome, Great West Rd., Brentford, Middx. Ealing 2271. [4392

1957 Vauxhall Victor Super, low mileage, extras; £715.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

1957 (July) Vauxhall Victor super, black, one owner, heater; £695.—Vandervell Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

1957 Vauxhall Victor Super with fitted heater, radio, etc., in excellent condition throughout; £715.—Swain & Jones, Ltd., Farnham 6201. [C4105

1958 (March) Vauxhall Victor Super, laurel green, under 500 miles; as new; £740.—H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113/7. [4222

1957 Victor saloon, heater, windscreen washers, courtesy lighting, 4,000 miles; £665; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

625 gns.—Vauxhall Victor, May 1957, saloon, grey, one owner, small mileage, written guarantee; choice of two; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Vauxhall Victor Wanted

ALMOST new Victor required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885 [W3016/R

VAUXHALL WYVERN

JAMES SPENCER, Ltd., offer:—

1957 Vauxhall Wyvern, fitted heater, one owner, in excellent condition throughout; £735.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263/4209. [4437

H. BEART & Co. Ltd., offer:—

1955 Vauxhall Wyvern, grey with red upholstery, one owner, heater; £565.—102, Kingston Rd., & High St., Kingston-on-Thames. Kingston 3348. [C1081

GLANFIELD LAWRENCE offer:—

1956 Vauxhall Wyvern, green, heater, etc., 16,000 miles; £645.—407, High Rd., N.12. Finchley 0091.

HENLYS offer with 4 months' guarantee:—

1956 Vauxhall Wyvern saloon, radio, heater, one owner, black with red interior; £695.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Please ask for Mr. Edwards. Finchley 0081/9782. [4374

1952 Wyvern E type, grey, red interior, heater, etc.; fitted, one owner; £445.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129

1957 Vauxhall Wyvern, heater, etc., 8,000 miles, as new; £755.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, N.8. Mountview 5228. [C4111

1955 Wyvern, grey, one owner, heater; £575.—Campbell Symonds, Perivale 4456. [C1037

1956 Wyvern, finished silver straw, red interior, one owner, heater. Quality Tested; £650.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129

1956 Wyvern, black, one owner, heater; £635.—Campbell Symonds, Perivale 4456. [C1037/1

1956 model Vauxhall Wyvern, one owner, low mileage; £635.—Robbins, East Putney. Tel. 7881. [C3010

1957 Vauxhall Wyvern saloon, black with red interior, chauffeur driven, most attractive; £720.

WOOD & LAMBERT, Ltd., main Ford dealers, 49, Stamford Hill, N.16. Sta. 3434 [C4095

£555!!!—1955 Vauxhall Wyvern de luxe saloon, one owner, 18,000 miles, grey cellulose, spotless; also 1954 and 1953 models available.

LAMBS OF WOOD GREEN (Established 1897); 100 cars; 3 months' written guarantee; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

VAUXHALL WYVERN

1956 Wyvern, silver straw, one owner, heater; £635.

OAKTHORPE MOTOR Co., Ltd., North Circular Rd., Palmers Green. Pal. 1025. [C3126

1951 Wyvern saloon, heater, immaculate, guaranteed; £370; payments.—Vaughan, 177, Astwood Mews, S.W.7. Fro. 1519. [C4078

£495!!!—1954 (Sept.) Vauxhall Wyvern, one owner, showroom order.—Jennings, Richmond 3568. [C3103

1956 Wyvern saloon, heater, guaranteed; £675; terms, exchanges.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

WYVERN '55, heater, screen-clean, new battery, good tyres, fog lamp, one owner, year's licence; £568. —Tel. Oxshott 3185, 7-8 p.m. or weekends. [4139

1954 Wyvern, one owner, undersealed, many extras, excellent condition; £495.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

1956 (model) Vauxhall Wyvern, heater, one owner since new, recorded mileage 14,000; £659.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1954 Wyvern, heater, one owner, 33,000 miles, good condition; £485; terms, exchange.—J. V. Morand, Ltd., 24, Brook Mews North, London, W.2. Pad. 9017. [3732

1956 Vauxhall Wyvern, black, one owner, radio, heater, etc., excellent condition; £650.—H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113/7. [4223

VAUXHALL VELOX

A1 at Brown's.

1955 (September) Vauxhall Velox saloon, black, red hide interior, heater, extras, beautifully kept and maintained and in spotless condition throughout, £550; another 1954 September.

W. J. BROWN, Ltd., 359, Finchley Rd., N.W.3. Ham. 2284. [C1025

NOEL BELL, Ltd., offer:—

1955 (March) Vauxhall Velox, grey, one owner; £550.

NOEL BELL, Ltd., Putney Vale, S.W.15. Putney 7851. [C1153

PETER BANTOCK CAR SALES offer:—

1958 Velox, works mileage only.

1952 Vauxhall Velox, black/2-tone upholstery, very carefully maintained; £395.—104, High Rd., Chiswick. 2725/5870. [C1014

HENLYS offer with 4 months' guarantee:—

1956 Vauxhall Velox saloon, radio, one owner, black with red interior; £705.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Please ask for Mr. Gray. Gulliver 5721. [4398

1955 Vauxhall Velox, maroon, quality tested; £585.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129

1952 Velox, green, one owner, heater; £425.—Campbell Symonds, Perivale 4456. [C1037

1955 Vauxhall Velox saloon, one owner, heater, radio and excellent throughout; £550.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234; open week-days 8 a.m. to 6 p.m. [C2008

1954 Vauxhall Velox, black, heater and fog lamp; £525.—H. Pope & Sons, Ltd., 39-45, Ballards Lane, Finchley, N.3. Fin. 0113/7. [4224

1957 Vauxhall Velox, horizon blue, heater, one owner, 11,000 miles; £785.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4875-4. [C2110

£475—1954 Vauxhall Velox saloon, black with red leather, heater, excellent condition throughout, terms.—Autosnips, 5, Balham High Rd., S.W.12. Balham 1509. [C1009

1954 (18/12/53) Vauxhall Velox saloon, heater and several other extras, low mileage, only 6,000 miles since reconditioned motor fitted, very attractive condition; 3 months' guarantee; £495.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). [4406

BAKERS OF READING.—1957 Vauxhall Velox, claret red with red upholstery, 13,000 miles, one owner, mileage guaranteed, car as new; £745.—35, Friar St., Reading. Tel. 3976. [4233

1956 Vauxhall Velox saloon, silver straw with two-tone upholstery, heater; £645.—Richard France, Ltd., 63-69, Lancaster Rd., Enfield 6727; and 245, High Rd., Tottenham 0353. [C2118

1957 Vauxhall Velox saloon, finished in black with maroon upholstery, fitted heater, 9,000 miles only, spotless condition; 4 months' guarantee; £765.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [3947

Vauxhall Velox Cars Wanted

ALMOST new Velox required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885. [W3016/R

VAUXHALL CRESTA

WW. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1956 Vauxhall Cresta, black with brown upholstery, radio, heater; £685. Hire purchase facilities available.

W. HAROLD PERRY, Ltd., 1108-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

JACK SMITH offers:—

1955 Vauxhall Cresta, radio, heater, one owner, 20,000 miles only; £605.—23, Bruton Place, Berkeley Sq., London, W.1. Mayfair 0661. [C4062

JAMES SPENCER, Ltd., offer:—

1956 Vauxhall Cresta saloon, heater, radio, 14,000 miles only; £695.

JAMES SPENCER, Ltd., Broadway, Bexleyheath. Tel. Bex. 4263/4209. [4436

1955 Vauxhall Cresta; £550.

SIMPSON'S MOTORS (WEMBLEY), Ltd., 555, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

D. J. SHEPHERD & Co. (ENFIELD), LTD., offer:—

1956 (November '55) Vauxhall Cresta saloon, fitted radio spot lights wing mirrors, heater, etc., whitewall tyres, taxed, as new; £675.—D. J. Shepherd & Co. (Enfield), Ltd., 436 Hertford Rd., Enfield. Howard 1631. [4009

VAUXHALL CRESTA

1955 (May) Cresta saloon, excellent; £550.—Robbins, East Putney. Tel. 7881. [C3010

VAUXHALL Cresta, pale blue and black, radio, taxed year, 1956 registered, exceptional value; £650.

BEARDALLS OF NOTTINGHAM, 7-11, Arkwright St., Nottingham. Tel. 88005 [4117

1957 (May) Vauxhall Cresta, fitted radio, completely as new, 11,000 miles, one owner; £785.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. Open all day Saturday. [C3057

1955 Vauxhall Cresta; lovely 2-tone, one owner, radio, heater, twin spotlights, choice of two; £585; h.p., 5 months' guarantee; exchanges.

PREMIER MOTORS, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3085

1955 series Cresta, duo-green, Cresta accessories and radio fitted, owner, low mileage, specimen, carefully used and quality tested; £625.

DAVIS & HILL, Ltd., 101, Bromley Common, Bromley, Kent. Tel. Ravensbourne 2634-5. [C1129

1957 model Cresta, cream and blue, heater and radio, many extras; £825.—Fuller's of Coombe, Kingston By-Pass, S.W.20. Malden 3666/7. [C2113

£595!!!—1955 Vauxhall Cresta saloon, mileage quite low for age, fitted radio, heater, spotlamp and screenwashers, tyres good, an excellent buy. —Jennings, Richmond 3568. [C3105

1955 Cresta saloon, heater, excellent condition, guaranteed; £585; exchanges; terms.—Palmer's, 3, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

Vauxhall Cresta Cars Wanted

NEW Cresta saloon required; consider Velox; cash payment.—81, Alresford Rd., Winchester. [4087

ALMOST new Cresta required immediately.—Morley, 76, Cambridge Road, Kingston. Kingston 8885 [W3016/R

VAUXHALL MISCELLANEOUS

SSHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6 Berkeley Sq., W.1. Grosvenor 4528.

112 and 114 Wardour St., W.1. Gerrard 4343

AND Western Ave., W.3. Acorn 4641. [0117/R

"AUTORAMA" for Vauxhalls; consult us for genuine used car value.

GRAHAM BROS. (MOTORS), Ltd., The Autorama, 799-835, Chester Rd., Stretford. (Trafford 3311.) [0283/R

Vauxhall Miscellaneous Cars Wanted

SSHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4528.

AND Western Ave., W.3. Acorn 4641. [0018/R

ROWLAND SMITH'S, the Vauxhall buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Vauxhall.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

VAUXHALL cars, post-war models urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Fremantle 6373 [0479/R

VETERAN CARS

WELHAM'S, Surbiton Hill Rd., Surbiton, Elmbridge 1873, buy and sell pre-1915 cars, 1900 Progress 5½hp Quad car, £250 [C4070

1911 Delage 12hp 2-seater chassis type TR series S. 100% mint condition; £595.—Jennings, 23, High St., Wellington, Som. [4161

DARRACQ, approximately 1912, good condition and running order; £250. Chadley Motors, Watford Rd., Kings Norton, Birmingham. Tel. Kin. 2827. [3632

VINTAGE CARS

DARRACQ 1929 type M67 station wagon, good brakes, tyres, steering, etc., VSCC; £100 o.n.o. Amersham 489. [4335

1917 Chevrolet tourer, mechanically perfect; bargain, £160.—Mayes, Dochas, Bray Rd., Maidenhead. [4045

1922 Humber 8 tourer with full weather equipment, amazingly riginal condition, brass head lamps, fittings, etc., mechanically excellent, rally awards, any reasonable offer.—Fiske, Rottingdean 2634. [4063

1924 Model T Ford 2-door saloon, yellow and black, virtually as new, engine completely overhauled 260 miles ago, a really magnificent gem for the collector; £295.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [C1157

VOLKSWAGEN

ECL

1956 (December, '55) fixed head de luxe, strato silver, one owner, very carefully maintained; £635.

1956 (January), polar silver, one owner, nominal mileage; £635.

1957 (July) fixed head de luxe, 6,000 miles only, fitted with American type bumpers, virtually brand new; £695.

1954 Standard Microbus, 8-seater, 12,000 miles only in impeccable condition; £665.

1957 (March) Microbus caravan conversion, 7,000 miles only; £795.

1956 (March) fixed head de luxe saloon, 17,000 miles, fitted loose covers, etc., beautifully maintained; £650.

1957 Standard Microbus, 11,000 miles, condition as new; £875.

1958 model Standard V.W., 7,000 miles only, absolutely as new; £615.

EUROPEAN CARS, Ltd., 129, Old Brompton Rd., S.W.7. Fre. 7711. [C2137

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VOLKSWAGEN

LOXFORD GARAGE.

1955 de luxe saloon, strato silver; £545.

1953 Volkswagen de luxe saloon; £475.

1956 15cwt van, 4-door; £495.

1955 15cwt pick-up with tilt and bows; £425.

ILFORD Lane, Ilford 3155. [T9054

J. DAVY, Ltd., offer:—

1956 VW, sun roof, de luxe, one owner, 15,700 miles, excellent example, comprehensive guarantee; £645.—215, Brompton Rd., S.W.3. Kni. 4215. [C1069

R. & F. GRADWELL offer:—

1956 Volkswagen de luxe saloon, jungle green, fitted wireless, w/ws, seat covers, spot lamp, parcel shelf and other extras, really immaculate condition; £610.

RELIANCE GARAGE, Waterloo Rd., Blackpool S.S. 42028-9. [4243

PARK MOTORS (KINGSTON), Ltd., offer:—

1954 Volkswagen sun-roof saloon de luxe, black, in excellent condition; £525.—187-193, London Rd., Kingston-on-Thames. Kingston 7610.

RICHARDS & CARR, Ltd., are always best value.

1956 de luxe saloon 10,000 miles, green, virtually new condition, many extras; £645.

1956 model de luxe saloon, 17,000 miles, strato silver, one owner, extras; £615.—35, Kinnerton St., S.W.1. Belgravia 3711.

ELM AUTOSALES (Volkswagen area dealers), offer:—

LOW mileage de luxe saloons, 1955/6/7 in choice of colours fitted many extras; from £545.

NEW saloons for immediate delivery from £654.

66—68, Hartfield Rd., Wimbledon, S.W.19; Sales department, Cherrywood 1615.

V/W Service Department Elm Garage, S.W.19. Wim. 4825 & 0472. [C2067

1954 (Nov.) de luxe saloon, stratosilver, 30,000 miles, taxed year; £485.

1956 type, reg. Oct., 1955, de luxe saloon, black, 18,000 miles, covers, petrol gauge, etc.; £575.—Runfold (Surrey) 485. [4255

1956 Series Volkswagen de luxe saloon, sliding roof, radio, washers; £565.

TAYLOR & CRAWLEY, 42A, South Audley St. (Entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

1956 (Oct.) Volkswagen, sun roof, silver, 14,600 miles, one owner; £640. Barnet 0690. [4330

DE luxe saloon—see Lockhart's advertisement in this issue under "Continental cars." [C3122

1955 Volkswagen de luxe saloon, excellent condition, 5 months' guarantee; £525.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [4404

VOLKSWAGEN de luxe, registered November 1956, low mileage, immaculate, Polar silver finish, one owner; £645.

BEARDALLS OF NOTTINGHAM, 7-11, Arkwright St., Nottingham. Tel. 88003. [4116

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations; overseas visitors' enquiries welcomed; the original distributors and specialists.

1955 Volkswagen deluxe saloons, choice of three from £535.

1956 (Oct.) right-hand drive Karmann Ghia coupe, one owner, moderate mileage; £1,025.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. And Colborne Garage (Kent), Ltd., Manston, Kent. Tel. Manston 256. [0575/R

1956 Volkswagen de luxe, polar silver, genuine first class condition, extras; £625; w/e only.—Marshall, 8, Quinta Drive, Barnet, Herts. [4303

1954 Volkswagen van with seats, suitable conversion, 40,000 miles, good condition.—Chantry Farm, Campsea Ashe, Woodbridge, Suffolk. [4143

A GOOD selection of used low mileage models.—A. Davies Motors, Ltd., 554, London Rd., Ashford, Middx. Ashford 3671-2. [C1080

£425.—Volkswagen 1954 saloon, very good condition; terms arranged.—21a, Harberson Rd., London, S.W.12. Balham 2531. [4388

1954 (Nov.) de luxe saloon, bronze, one owner, undersealed, many extras; £500.—Windmill House, Pitch Hill, Ewhurst, Surrey. Tel. 241. [4171

WALTER SCOTT, Ltd.—1957 de luxe saloon, Agave, 2,000 miles, extras, unmarked; £695.—39, College Cres., N.W.3 (Swiss Cottage Tube). Pri. 4466. [C4006

V & F MONACO MOTORS, Ltd., the Volkswagen specialists, offer you their unique experience gained in 8 years' of servicing and maintenance of Volkswagen cars.

V & F MONACO MOTORS.—1958 Devon Caravette, Micralne conversion, 4,000 miles, Motorola radio, road lamp, etc.; £965.

V & F MONACO MOTORS.—1957 de luxe saloon, silver grey, one owner, 5-in-one panel screen washers, 5,000 miles, immaculate; £685.

V & F MONACO MOTORS.—1956 de luxe sun roof saloon, silver grey, 14,000 miles, one owner; £665.

V & F MONACO MOTORS.—1955 de luxe saloon, black, one owner, 14,000 miles only since new, excellent throughout; £585.

V & F MONACO MOTORS.—1955 Kombi conversion, 8/9-seater, moderate mileage, excellent condition throughout; £575.

V & F MONACO MOTORS.—1954 de luxe sun roof saloon, green 29,000 miles, one owner, petrol gauge, Michelin X tyres; £555.

V & F MONACO MOTORS.—1955 Standard saloon, one owner, in good condition throughout; £445.

V & F MONACO MOTORS.—Fixed head and sun roof saloons, also Karman Ghia coupe, available for new car demonstrations.

V & F MONACO MOTORS, official Volkswagen agents.—Showrooms: 363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [4188

VOLKSWAGEN

1956 Volkswagen de luxe saloon, silver grey, heater, Turbo discs, twin Windtone horns, one owner, in really outstanding condition throughout; £600.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107

1956 Volkswagen de luxe, Motorola, choice of fleet; £545; 200 miles free trial to purchaser.—Alliance, 29, Burne St., Edgware Rd., N.W.1. Pad. 6801. [T9045

1957 (Jan.) Volkswagen de luxe saloon, colour green, red upholstery, taxed, very well kept; £615.—A.F.N., Ltd., Falcon Works, 400, London Rd., Isleworth, Middx (Hounslow 0011). [C2015

BLACK & WHITE GARAGES, Harvington 331, near Evesham. Volkswagen distributors for Worcestershire and Herefordshire; full range; the Midlands finest Volkswagen repair, spares, accessories depot; unrivalled service by factory trained mechanics. [0201/R

475 gns.—Volkswagen, 1954, de luxe saloon, bronze, heater, carefully used, written guarantee; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

ANTHONY CROOK offers Volkswagen, specially built with very pretty 2-seater saloon coachwork (similar in appearance to Porsche); £595. (1500cc Porsche engine also available, extra.)—The Roundabout, Hersham, Nr. Walton-on-Thames. Walton 687. [C1063

SLOCOMBES, Ltd., 1954 de luxe, brown and in exceptional condition throughout; £525; exchanges, cars, motor cycles and terms welcomed, existing h.p. settled.—Dudden Hill Lane, N.W.10. Willesden 4869/3954. Adjacent Dollis Hill Tube. Buses 8, 52, 226 and Green Line 719 pass door. [C4017

Volkswagen Cars Wanted

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. All years and models. [0980/R

V & F MONACO MOTORS.—The Volkswagen buyers.—363, Fulham Rd., London, S.W.10. Tel. Flaxman 4536. [0300/R

GOOD Volkswagen required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

Volkswagen Spares and Service

VW

VW MOTORS, Ltd., sole Volkswagen concessionaires; genuine spare parts, obtainable from 233, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line). Maryland 7661-5. [0647/R

EUROPEAN CARS, Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129, Old Brompton Rd., S.W.7. Fremantle 7722. [0436/R

FOR specialised service in the North of England.—Moortown Motors, Ltd., Regent St., Leeds, 7. Tel. 31894-5. [8426

BRADSTOCK MOTORS, Ltd., the area Volkswagen specialists with the specialised know-how and equipment.—Chase Rd., Epsom. Tel. 5696-7. [S1090

VOLKSWAGEN, new and secondhand body and engine spares, including 1956 secondhand body at £95.—Harmers, 444, Brighton Rd., S. Croydon. Upl. 0629. [4082

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361; genuine VW spares, c.o.d. postal service; open all day Saturday for spares and reception; crash works a speciality. [0995/R

CRASH damage panel work and painting carried out, engines overhauled by VW-trained men, spares.—H. Harmer Car Sales, Ltd., 444-6-8, Brighton Rd., South Croydon. Tel. Uplands 8620 an 5012. [0036/R

V & F MONACO MOTORS.—Service and repairs by factory-trained mechanics; spares reconditioned engines, conversions to r.h.d. all V.W. accessories stocked.—Service: 6, Astwood Mews, Courtfield Rd., S.W.7. (near Gloucester Rd. Station), Fremantle 4414 [0295/R

WILLYS

1949 Willys Overland station wagon, 8 seats, all steel body; £350.—Wimland, Faygate, Sussex. Tel. Faygate 258. [4164

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London Distributors.

1955 Wolseley 4/44 saloon, black, maroon, loose covers; £655.

1954 4/44 saloon, black, red leather, E.W., reconditioned; £575.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); 399, London Rd., Croydon (Thornton Heath 4253) or 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

BOON & PORTER, Ltd.

1956 6/90 saloon, black, one owner, sold and serviced by us, 25,000 miles; £825.

CASTELNAU, S.W.13 (nr Hammersmith Bridge) Riv. 4444 [C1022

TOM GARNER, Ltd., offer:

1957 Wolseley 1500 saloon, beige, heater, 4,000 miles; £795.

TOM GARNER Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6-7. [C2020

R. HARDY & SON offer:—

1955 Wolseley 4/44, green/green upholstery, 25,000 miles, one owner, excellent condition; £595.—52/55, Marylebone High St., W.1. Hunter 0942. [4205

H. BEART & Co., Ltd., offer:—

1958 model Wolseley 15/50 saloon, manumatic clutch, one owner, 1,900 miles only; £945.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

H. A. SAUNDERS, Golders Green, for your new or used Wolseley.—Speedwell 0011. [C4004

WOLSELEY

H. A. SAUNDERS, Ltd., offer:—

1956 Wolseley 15/50 saloon, grey, red upholstery, recorded mileage 10,406, heater; £835.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092/1

H. A. SAUNDERS, Ltd., offer:—

1955 Wolseley 4/44 saloon, green, grey upholstery, recorded mileage 19,210, heater; £645.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4093

1955 Wolseley 6/90, black, with heater.

1956 Wolseley 15/50, grey, heater, sun visor, twin spot lamps.

LEX, 74, Uxbridge Rd., Harrow Weald, Middx. Grimsdyke 2267. [4393

WOLSELEY 15/50 Alhambra green, list price.

WOLSELEY 1500, black, early delivery, list price.—Herd's Garage & Eng., Ashford, Middx. 2094. [C2132

1956 Wolseley 4/44, maroon, grey upholstery, one owner, low mileage; £695.

ERIC HAYES, Ltd., 13, Bishop's Bridge Rd., W.2. Ambassador 8266. [C2053

1956 4/44, one owner, excellent condition; £625.—Bowman's Garage, Weybridge 3265. [C1143

YES—but if it's Wolseley—it's Sparks of Streatham Hill, S.W.2, your main depot.—Tulse Hill 3434. [0614/R

BEARTS OF KINGSTON.—Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083/R

AZ MOTORS offer 1949 18 saloon, reconditioned engine fitted, sacrifice; £250!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1952 6/80 Wolseley saloon, green, most attractive throughout; £395.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677. [C3056

1957 (July) Wolseley 1500, duo colour, heater, windscreen washers, genuine 10,000 miles; £755.

WOKING MOTORS (MAYBURY HILL), Ltd., Woking, Surrey. Woking 4277. Open all day Saturday. [C4067

1956 Wolseley 6/90, one owner, green, radio, heater, many extras, a carefully used motor car, low mileage; £825.

1954 Wolseley 4/44, black, brown leather, immaculate car; £595.—Park House Car Sales Co., 289, London Rd., Romford, Essex. Romford 3542. [C3114

1955 (July) Wolseley 4/44 saloon, green, one owner; £620.—Vanderveil Bros., Ltd., 215, Haverstock Hill, N.W.3. Swi. 4441. [C4067

1956 Wolseley 4/44, dark green/grey hide, heater, immaculate; £695.—Central Newbury Motors, Ltd. Tel. Newbury 2000. [C1157

WOLSELEY 6/90, beige, radio, overdrive, Michelin X tyres, superb condition, May 1957; £979.—291, Oxford Rd., Reading 50432. [3505

£299!!!—1946-7 Wolseley 14 de luxe saloon, in superb and spotless condition throughout; choice also of 12hp model.

LAMBS OF WOOD GREEN (Established 1897), 100 cars, 3 months' written guarantee; exchanges; hire purchase—421-423, High Rd., Finchley. Finchley 6222. [C2052

1957 Wolseley 1500 saloon, 2-tone, maroon/champagne, heater, 3,600 miles, as new; £765 o.n.o.—Tel. High Wycombe 424. [4187

79 gns.—Wolseley Super 6 1958 25hp de luxe saloon; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1954 Wolseley 4/44 saloon, heater, maroon with leopard covers, excellent condition; £580.—P. M. Quincey, 5, Queen's Close, Holme, Nr. Peterborough. [5834

1955 Wolseley 4/44 saloon, maroon/red leather, one owner, nice condition; £595.—Gibsons Sports Cars, Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [C2109

8000 mile from new privately owned Wolseley 6/80, deep green, matching hide upholstery, underseal, chrome fog lamps, heater, etc., absolutely perfect throughout; £550 o.n.o.—Box 5117. [4341

£445.—1952 Wolseley 6/80 saloon, black, radio, heater, Ace Rimbellishers, windscreen washers, the most superb car on offer, bargain.—Haverstock Garage, Haverstock Hill, N.W.3. Gulliver 2662 [C2093

£535!!!—1954 Wolseley 6/80 de luxe saloon, locally owned and very carefully used since new, spotless appearance and in first-class mechanical order, a car we are proud to recommend; 400 other cars available. Write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041; open until 8 p.m.; terms, exchanges. [C1035

TANKARD & SMITH, Ltd., offer 1956 Wolseley 4/44, finished in grey with red upholstery, one owner since new, fitted with heater, exceptional condition; £725; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, London, S.W.3. Tel. Flaxman 4801. [C4029

Wolseley Cars Wanted

WOLSELEY 15/50 saloon required, consider 4/44 or 6/90.—Greenways, 81 Alresford Rd., Winchester. [4097

ROWLAND SMITH'S, the Wolseley buyers; highest cash prices.—Hampstead High St., N.W.3. Ham. 6041. [W4018/R

XXX Excellent cash price offered for good Wolseley.—H. F. Edwards, 28-54, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ALMOST new Wolseley required immediately.—A. Morley, 76, Cambridge Road, Kingston. Kingston 8885 [W3016/R

Wolseley Spares and Service

W. JACOBS & SON, Ltd.

SPECIALISTS in Wolseley spares for all models.

W. JACOBS & SON, Ltd., Mill Garage, Chiswick Rd., South Woodford, E.18. Wanstead 7785-4-5. [0645

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181) for Wolseley service; complete overhauls, coachwork and reconditioned engines. [0277/R

R. HARDY & SON, 55, Marylebone High St., W.1.—Experience for nearly a century, complete overhauls and coachwork our speciality, exchange engine units; spares and accessories.—Hunter 0942. [0317/R

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RAMSAY MOTORS, Ltd., 242-248, High St., Barnet 5240.—Spares 1937 onwards, sales and repairs. [0707/R

BARKER'S MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. [0523

HARD-SURFACED rockers, exchange 6/- each; new bushes, shafts and many other spares from 1930 onwards; s.a.e. list.—Thompson's, 106, Kingston Rd., Wimbledon, S.W.19. Liberty 8498. [0591/R

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ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 56 years. [C3010/R

PRE-WAR and post-war cars: 200 cars in stock from £20 to £200; top price allowed for anything in part exchange; immediate h.p. and insurance facilities; always open.—Glaxo Corner, 1017, Greenford Rd., Greenford, Middlesex. Tel. Byron 8188 or 5841. [C3109

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TRAYNOR MOTORS, Ltd., Grangewood 2530, require all types of cars for cash.—135, High St. South, East Ham, London, E.6. [W4032

MOBILE SHOPS AND CANTEENS

MOBILE shops, canteens and kiosks, vehicles and trailers, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

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AUSTIN ambulance, 4-berth, absolutely first-class condition, heater, ideal for touring; £95 or would consider hiring.—Leatherhead 2271. [C3029

BEDFORD, Humber, Morris, Rolls-Royce, fully equipped or without equipment, suitable for caravans, shops, offices, etc.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [M2022

TAXICABS

1949 56 Austin taxicabs, diesel from £260; h.p.; taxicabs bought.—Overstrand Motors, Ltd., 62, Cottage Grove, London, S.W.9. Brixton 2330. [0181/R

1948 53 Austin and Morris 3/4-door taxicabs from £145; ideal for private and public hire, terms, cabs urgently wanted for cash.—Palmer's, 5, Russell Garden Mews, Kensington, W.14. Park 9704. [C3034

This section closes for press first post Monday

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NEW COMMERCIAL VEHICLES

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

MORRIS Commercial J2 15cwt van; available at list price. [N2058

A35 van with passenger seat, island blue, immediate delivery, terms, exchanges.

WEST LONDON MOTORS, 205, Fulham Palace, W.6. Ful. 9066. [N4095

NEW Morris Minor van, in beige, immediate delivery. —Cedars Garage, Ltd., Lewisham, S.E.13. Lee 2920. [4371

MORRIS Minor ¼ ton van, Clarendon grey, list price.—Reys Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6994. [N4117

NEW type Thames 10/12cwt van in primer, with extra seat; list price.—Reys Motors, Ltd., 75-75, Albany St., N.W.1. Euston 6994. [N4117

ASTRA light commercial utility; £347/16, including tax; terms and exchanges.—Hagger Motors, St. John's Wood. Cunningham 7355. [N2121

USED COMMERCIAL VEHICLES

HENLYS offer with 4 months' guarantee:—

1955 Commer 5cwt van, one owner, blue with brown interior; £365.

HENLYS, Ltd., 155, Euston Rd., N.W.1 (almost opposite Euston Station). Euston 1966. [4372

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1955 Morris Cowley van, one owner, fitted heater, 16,000 miles only, immaculate; £369.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hereford Rd., Enfield. Howard 1631.

1956 Ford Thames van, extra seat, outstanding condition; £335.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1954 Morris 10cwt J-type van, excellent; £290.—Rawlings Tudor Garage, Ltd., 923-931, Fulham Rd., S.W.6. Renown 2281. [C4152

USED COMMERCIAL VEHICLES

WINDOVERS, Ltd., offer a selection from their large, comprehensive stock of used vans and utilities:—

1953 Morris 5cwt van, green with tan interior; £215.

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1955 Ford Thames 5cwt van, one owner, dark blue with grey interior; £345.

WINDOVERS, Ltd., The Hyde, Hendon. Colindale 4031. [C4118

1954 Morris J type van one owner; £220.—Dalston Motors, Ltd., Kingsland High St., London, E.8. Clissold 4943. [C1165

1955 Ford 10cwt van, one owner, excellent condition; £245.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 4873-4. [C2110

CAMDEN MOTORS, specialists in light commercial vehicles, 40 models available, this week's specially recommended vehicle:—

1956 Morris Minor van, unlettered, pastel grey with grey trim, 2 owners, extra seat, outside mirrors, moderate mileage, spotless inside and out; £345; 400 other cars available; write for fully descriptive priced catalogue.

CAMDEN MOTORS, Leighton Buzzard 2041. Open until 8 p.m.; terms, exchanges. [C1055

145 gns.—Fordson, late 1950, 10cwt van, plain maroon, black wings, recent reconditioned engine; terms, exchanges.—Rowland Smith below.

115 gns.—Fordson, October, 1947, 5cwt delivery van, plain black, passenger seat, side windows, good tyres; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1953 A40 pick-up truck, in excellent order; £265.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

USED COMMERCIAL VEHICLES

1956 (September) Austin A40 van, 27,000, unwritten, twin seats, nice condition; £365.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [C4059

1955 Austin A40 Pick-up truck, grey, heater, screen washers, taxed for year, first class condition, town and country tyres; £360.—Chalke, Mere, Wilts, 244. [4288

1956 (Sept.) Commer 8cwt express delivery van, blue, unwritten, front and rear passenger seats, one owner, 13,000, taxed year; £395.—The Black Horse Garage, Richmond 6441. [C1116

MINOR 1000 quarter ton van, Clarendon grey, passenger seat, indicators, 11,600 miles, one owner; £375; Jarvis A and B.M.C. warranty.—Jarvis & Sons, Ltd., of Wimbledon, Liberty 6221, Wimbledon 2526.

G&M ALFREDS offer the following gown vans: 1954 Morris Cowley ¼ tone; 1954 and 1955 Ford 10cwt; 1956 Austin A40 pick-up truck, as private car; 1952 Austin A70 pick-up truck, one owner; all with written guarantee.—6-7, Warren St., W.1. Euston 3268. [C1005

1957 A35 van, full four-seater, fold flat rear seats, low mileage, spare unused, unwritten, taxed, £395; also a good selection of all popular post-war light vans, pick-up trucks and Utilities, from £85; call, 'phone or write.—Roys Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2700/6894.

1956 Austin A30 van, cream, extra seat, one owner, unwritten, £335; 1955 (December) Austin A40 10cwt van, grey, extra seat, one owner, unwritten, £395; and 1952 Jowett Bradford 10cwt van, blue, unwritten, well above average, £165; all 5 months guarantee.—Trinity Cars, Ltd., 34, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4035

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KDM & CHERRINGTON, Ltd., for Fords; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054

FORDS, all models.—Enquiries to Motorists (London), Ltd., Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

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LEX (Wembley Court Motors), Jaguar main dealers, High Rd., Wembley. Wembley 8787. [0709/R

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CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, 1. Tel. 28763/25280. [0123/R

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DORKING MOTOR Co., Ltd., for early delivery all models.—Dorking 2256. [N1088

FOREST Hill and Sydenham.—Hillier Motors, Ltd., 144, Dartmouth Rd., S.E.26. For. 9351-2. [N2115

WILSONS for Morris.—56, Acre Lane, S.W.2, Brixton 4011 and 1-3, Dorking Rd., Epsom 3901. [N4085

TEL. Chiswick 6780 for delivery particulars of Minor, Oxford, etc.—Rogers Garages, 22, Chiswick High Rd., W.4. [N3054

IMMEDIATE delivery Morris Oxford de luxe saloon; list price.—Kings Motors, 1, High St., Hounslow 3532 & 2559. [N2049

JARVIS & SONS, Ltd., of Wimbledon, for early deliveries; comprehensive range on view.—Liberty 8221, Wimbledon 2526. [N2066

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ROVER 60 and 90; on view.—Davies Car Centre, 22/24, Horn Lane, Acton. Tel. Acorn 6731. [1120

CHALKWELL MOTOR Co., Ltd., for Rovers.—Westcliff-on-Sea. Tel. Leigh-on-Sea 78247 [0345/R

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackvill Garage, Middlesex Rd. Tel. 2382-3. [0951/R

WELLSWAY GARAGE, Bath, Rover main agents, offer immediate delivery 75 in green.—Bath 61587. [3356

BASIL ROY, Ltd.—Rover 105S de luxe from stock.—161, Great Portland St., W.1. Tel. Langham 7733. [0168/R

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SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

CROYDON.—H. Harmer Car Sales, Ltd., area dealers, 444-8, Brighton Rd., South Croydon. Uplands 8629. [0127/R

WATFORD, West Herts and North London Volkswagen agents.—D. S. Moss & Sons, Ltd., Watford 2671. [0068/R

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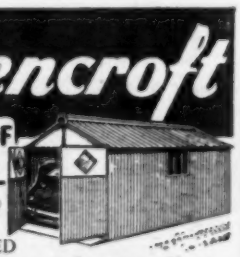

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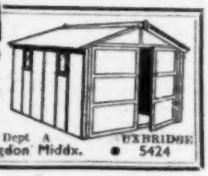

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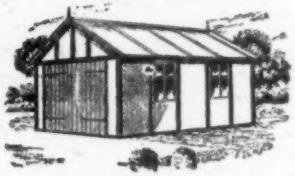

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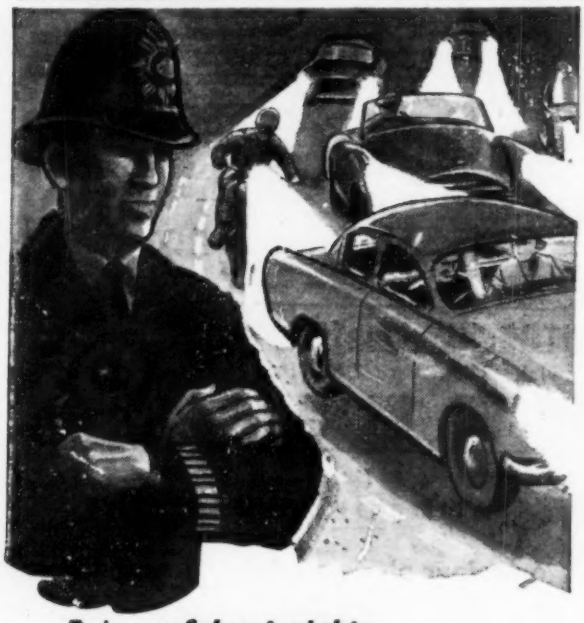

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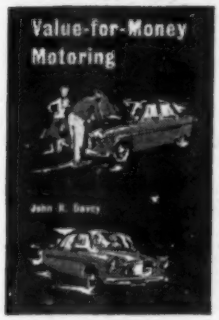

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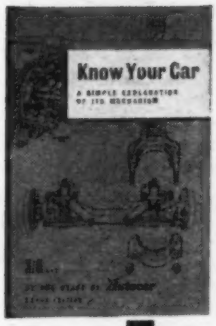

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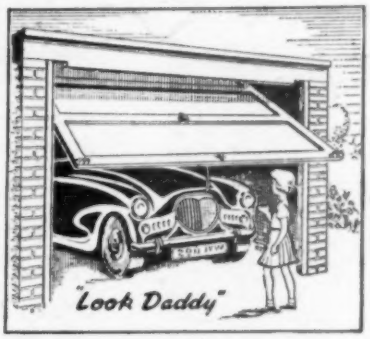

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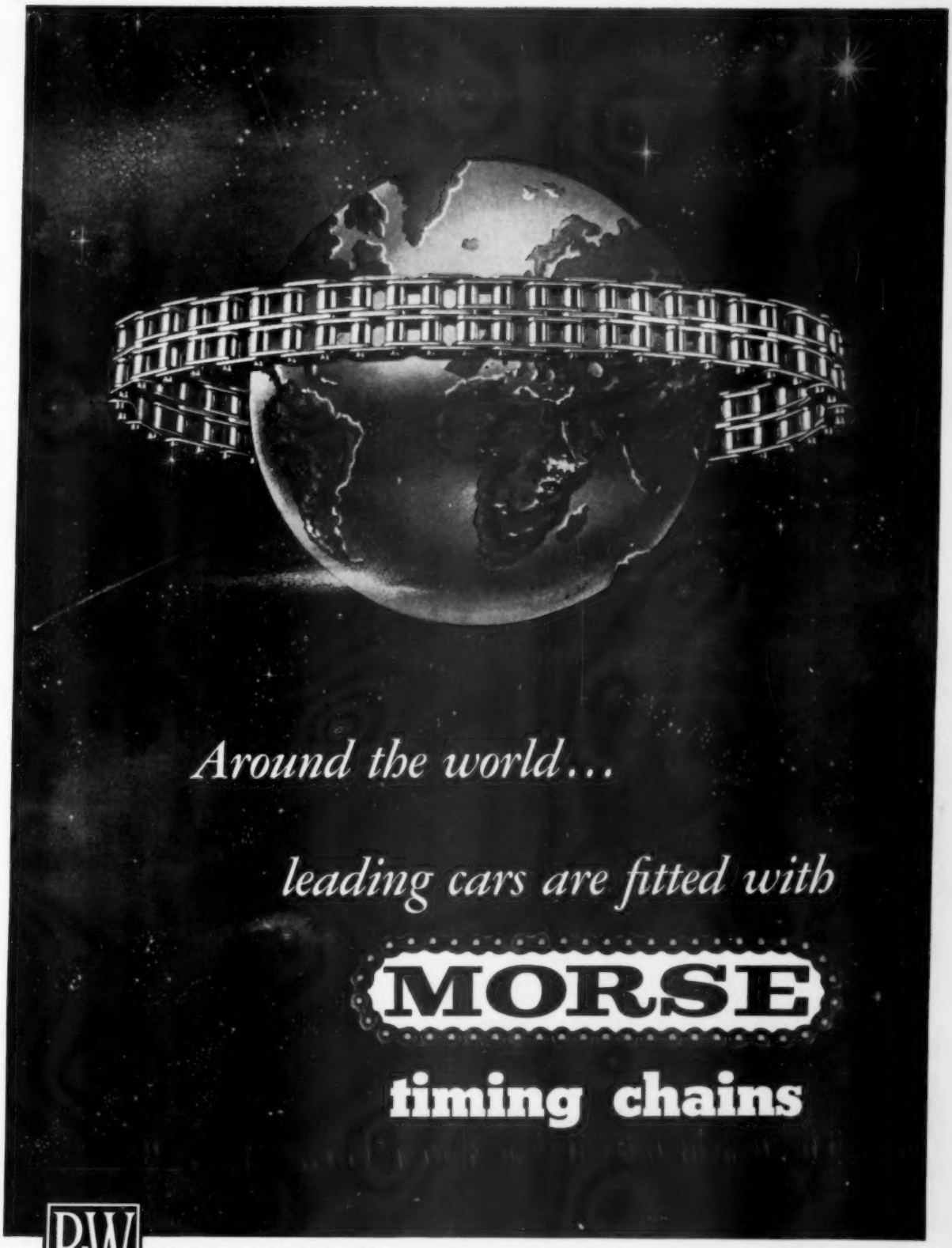

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